Appendix A. Notice of Preparation/Scoping Report

Los Angeles County
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Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: November 30, 2021

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE: Sepulveda Transit Corridor Project

FROM: Los Angeles County Metropolitan Transportation Authority

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Sepulveda Transit Corridor Project (Proposed Project) would construct and provide a high-capacity fixed guideway transit option between the San Fernando Valley and the Westside of Los Angeles. The Proposed Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak station and a southern terminus with a connection to the Metro E Line (Expo). In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Proposed Project is anticipated to improve access to major employment, educational and cultural centers in the greater Los Angeles area. **Figure 1** shows the proposed Study Area.

PROJECT INITIATION: Metro has initiated a Draft Environmental Impact Report (EIR) for the Proposed Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the EIR. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of the Notice of Preparation (NOP) is to notify interested agencies, organizations and individuals that Metro plans to prepare a Draft EIR, invite public participation in the EIR scoping process and announce the public scoping meetings.

Note: The Study Area includes all census tracts within one mile of the alternatives

Figure 1: Proposed Study Area

PROJECT OBJECTIVES: Consistent with Metro's 2020 Long Range Transportation Plan, which states that "Metro has the unique opportunity and responsibility to evolve the LA County transportation system to better serve its residents and visitors, and to maximize economic, mobility, safety, environmental and quality of life benefits," Metro has established the six goals and seventeen objectives for the Sepulveda Transit Corridor Project listed in Table 1.

Table 1. Sepulveda Transit Corridor Goals and Objectives

Improve Mobility

- Increase transit frequency and decrease travel time
- Increase transit ridership
- Prioritize connections to high-traffic points of interest
- Promote efficiency of transfer experience to fixed and non-fixed guideway systems
- Support non-automobile First/Last Mile connections

Improve Accessibility and Promote Equity

- Improve access for Equity Focus Communities[1]
- Target infrastructure and service investments towards those with the greatest mobility needs

Support Community and Economic Development

- Increase opportunity for economic growth around stations
- Minimize physical barriers to communities created by the Project
- Prioritize station placement and design that is consistent with community context

Protect Environmental Resources and Support a Sustainable Transportation System

- Reduce vehicle miles traveled
- Reduce greenhouse gas emissions
- Reduce air pollutant emissions
- Minimize impacts to environmental resources

Provide a Cost-Effective Solution and Minimize Risk

- Maximize benefits to the public relative to cost
- Maximize potential eligibility for state and federal funding opportunities

Enhance Resiliency

- Provide resilience to natural disasters and climate change

[1] Communities in which more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle

PROJECT DESCRIPTION: The Proposed Project would construct a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review of six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple) and E Line. The alternatives may be modified as a result of comments received or technical analysis conducted during the preparation of the Draft EIR, including public comments received during scoping. The Draft EIR will also include consideration of a "No Build" alternative that does not include the construction of a fixed guideway line. **Figure 2** shows the general alignments of the proposed alternatives.

- **Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA**

  Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

  At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

- **Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA**

  Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

  South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1.0-mile aerial guideway located primarily along Gayley Avenue to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

- **Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl**

  Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

- **Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley**

  Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

  Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley**

  Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal

south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr**

  Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

  The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E

Metro Busway & Stations
G

Metro Purple (D Line) Extension Transit Project (Under Construction)
D

East San Fernando Valley Light Rail Transit Line (Pre-construction)

Amtrak/Metrolink Line & Stations

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Figure 2: General Alignments of Proposed Alternatives

POTENTIAL ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines. Key CEQA environmental factors to be addressed are shown below. Mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR, as feasible.

- Transportation
- Land Use and Development
- Real Estate and Acquisition
- Community and Neighborhood
- Visual Quality and Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Noise and Vibration
- Ecosystems and Biological Resources
- Agricultural Resources
- Wildfire
- Mineral Resources
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- Water Resources
- Energy
- Historic, Archeological, and Paleontological Resources
- Tribal Cultural Resources
- Parklands and Community Facilities
- Safety and Security
- Utilities and Service Systems

SCOPING MEETINGS: Metro will conduct virtual scoping meetings to notify interested agencies, organizations, and individuals that Metro plans to prepare a Draft EIR, invite public participation in the EIR scoping process, and solicit feedback related to the contents of the Draft EIR and impact issues of concern to communities and stakeholders (public and private). Three public scoping meetings may be accessed as follows:

Date:	December 7, 2021
Time:	11:30am – 1:30pm
Webinar ID:	919 0173 3110
Passcode:	819995
Webinar link:	https://bit.ly/SepulvedaDec7
Call in:	669.900.6833

Date:	January 11, 2022
Time:	6:00pm – 8:00pm
Webinar ID:	964 8792 4301
Passcode:	550195
Webinar link:	https://bit.ly/SepulvedaJan11
Call in:	669.900.6833

Date:	January 22, 2022
Time:	10:00am – noon
Webinar ID:	999 3010 8496
Passcode:	270559
Webinar link:	https://bit.ly/SepulvedaJan22
Call in:	669.900.6833

An agency scoping meeting will also be held:

Date:	December 6, 2021
Time:	10:00am – noon

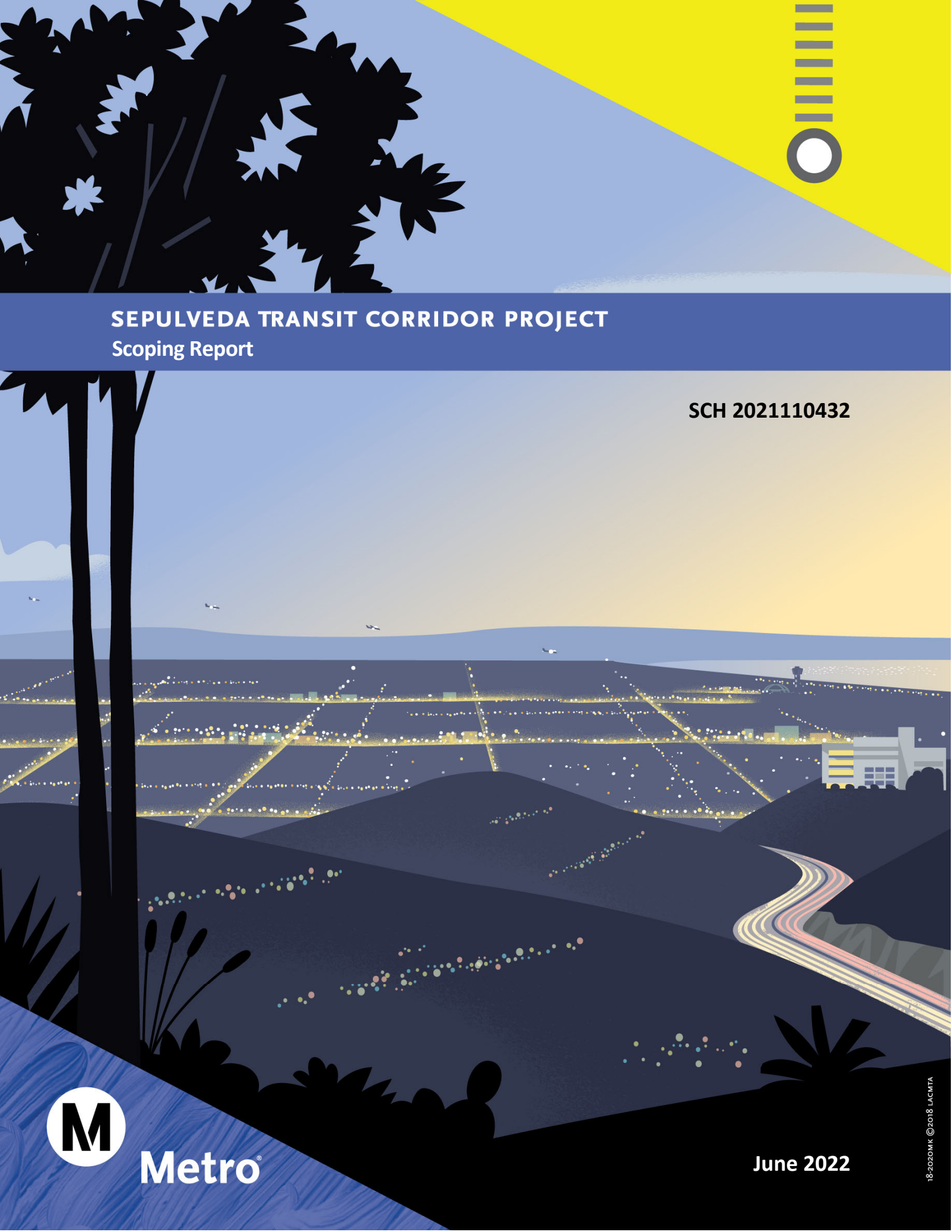
All Metro meetings support needs associated with the Americans with Disability Act (ADA). ADA accommodations and real-time translations are available by calling 213.922.7375 at least 72 hours in advance of the meeting. Spanish translation will be provided at all public scoping meetings.

The link to the virtual public scoping meetings, as well as further information, can be found on the project website at https://www.metro.net/projects/sepulvedacorridor.

HOW TO SUBMIT PUBLIC COMMENTS: Scoping comments can be submitted via regular mail, email, online via comment form, or by phone. Mail comments to Peter Carter, Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012. Email comments to sepulvedatransit@metro.net. Submit comments online at www.metro.net/sepulvedacorridor. Submit comments via phone at 213.922.7375. Scoping comments must be submitted by February 11, 2022.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Scoping Report



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June 2022

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SEPULVEDA TRANSIT CORRIDOR PROJECT

Contract No. AE67085000

Scoping Report

Task 3.4

Prepared for:

Metro

Los Angeles County
Metropolitan Transportation Authority

Prepared by:

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June 2022

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the Sepulveda Transit Corridor Project (Project). The Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs between the San Fernando Valley (Valley) and the Westside that utilize the Sepulveda Pass, including Sepulveda Boulevard, Interstate 405 (I-405) and other canyon roads, including support of a future extension to the Los Angeles International Airport area.

Metro has also entered into pre-development agreements (PDAs) with two firms, Sepulveda Transit Corridor Partners and LA SkyRail Express, to conduct pre-development services for the Project.

Metro is evaluating six alternatives to connect the San Fernando Valley and the Westside, including three monorail alternatives and three heavy rail alternatives. The northern end of the Project would be at the Metrolink/Amtrak station at Van Nuys Boulevard and Saticoy Street, and the southern end point at the Metro E Line (Expo). The set of alternatives includes some aerial and underground configurations in both the Valley and the Westside. Aerial alignments generally follow existing roadway rights-of-way, while underground alignments sometimes deviate from roadway rights-of-way. Between the Valley and Westside, underground alignments traveling through the Santa Monica Mountains do not typically follow roadway rights-of-way.

In the San Fernando Valley, the six alternatives include alignments that follow I-405, Sepulveda Boulevard, and Van Nuys Boulevard, offering differing connection options to the Metro G Line (Orange) and the East San Fernando Valley Light Rail Transit Line. On the Westside, the alternatives include alignments that follow I-405, Sepulveda Boulevard, and Bundy Drive, offering differing connection options to the Metro D Line (Purple) and the Metro E Line.

This report documents the CEQA scoping process for the Project, including the notification and outreach efforts and the comments received during the scoping period. Scoping provides the public and stakeholders an opportunity to provide input on issues to be examined and included in the EIR.

Notification and Outreach Efforts

Metro prepared a Notice of Preparation for the Project that included maps and descriptions of the alternatives under consideration, the dates of and webinar links for the planned virtual public scoping meetings, and the duration of the scoping period. The comment period was set for 74 days, extending from November 30, 2021 through February 11, 2022. Metro used the following outreach methods to communicate and notify stakeholders about the scoping period, meetings, and opportunities for comment:

- Three posts each on Metro's English-language blog, The Source, and Spanish-language blog, El Pasajero
- Twelve e-blasts to the Project's database of over 15,000 contacts
- Bus car cards posted in Metro buses and other municipal operators (Los Angeles Department of Transportation, Antelope Valley Transit, Santa Monica Big Blue Bus, Torrance Transit)
- Printed and online ads in Spanish-language newspapers
- Social media ads and posts on Twitter, Facebook and NextDoor

- Media coverage in more than 35 outlets, including broadcast TV
- Bilingual interactive StoryMap with more than 10,000 hits
- Bilingual project video with over 7,000 views
- Transit app campaign
- Extended outreach toolkit provided to elected officials' offices and other organizations to share information with their constituents and stakeholders
- Participation in 11 local events, including farmers' markets, food pantries, holiday celebrations
- Presentations at 13 meetings for Metro committees, councils of governments, and neighborhood councils
- Direct outreach via phone and email to more than 90 neighborhood councils, churches, neighborhood and homeowners associations, educational institutions, business organizations, and neighborhood watch groups

In support of the public scoping process, Metro hosted three public scoping meetings via the Zoom application on Tuesday, December 7, 2021 (11:30am – 1:30pm), Tuesday, January 11, 2022 (6:00pm – 8:00pm), and Saturday, January 22, 2022 (10:00am – 12:00pm). The three public meetings resulted in 554 participants and 90 oral comments.

In addition to the scoping meetings for the public, Metro held a scoping meeting for representatives of public agencies on December 6, 2021. A total of 48 individuals representing 24 agencies attended the agency scoping meeting.

Summary of Scoping Comments

Metro received a total of 3,122 submissions from the public and from government agencies. The analysis of public comments in this report is based on 3,099 submissions received from 3,049 individuals, 42 community organizations, 6 businesses, and 5 elected officials[1]. More than 60 percent of the submissions were received through the Project's online comment form, with other comments being submitted via email (27 percent), Transit App (8 percent), oral comments at the virtual scoping meetings (3 percent), U.S. mail (0.06 percent), and voice mail via the Project hotline (0.8 percent). In addition, 23 letters were received from public agencies, including the California Department of Transportation, the California Highway Patrol, the California Department of Fish and Wildlife, the City of Los Angeles, the Metropolitan Water District, the University of California, Los Angeles (UCLA), the U.S. Environmental Protection Agency, and the U.S. Department of Veterans Affairs.

Submissions were received from more than 200 zip codes across the country, with the vast majority coming from Los Angeles County. The zip codes from which the most submissions were made include Westwood, Sherman Oaks, Palms/Castle Heights, Brentwood/Brentwood Glen, Bel Air, and West Los Angeles. Approximately half of submissions included complete street addresses. Of those, approximately 16 percent came from Equity Focus Communities[2]. Seven neighborhood councils,

[1] Four Los Angeles City councilmembers submitted a joint letter, which is counted as a single submission, so the comments from five elected officials resulted in only two submissions.

[2] Metro defines "Equity Focus Communities" as communities in which more than 40 percent of households are low-income and either 80 percent of households are non-white or 10 percent have no access to a vehicle.

2 community councils, and 11 homeowners associations from the San Fernando Valley and Westside submitted comments during the scoping period.

Many commenters expressed support for or opposition to specific modes or alternatives. Among commenters expressing a preference for specific alternatives, more expressed support for heavy rail alternatives than for monorail alternatives. Reasons provided by commenters in support of heavy rail alternatives included better transfer options to existing Metro and future Metro rail lines, faster travel times, and Metro's experience in building and maintaining similar transportation systems. Reasons provided by commenters in support of monorail alternatives included the expectation that they would be lower cost than heavy rail alternatives and would have higher visibility because they are above ground. In addition, many commenters stated a preference for fully underground alternatives. In general, the greater the proportion of an alignment that is proposed to be underground, the more comments of support it received compared to comments in opposition.

Among comments that did not explicitly favor or oppose a mode or alternative, the connection method to the UCLA campus was the topic mentioned most often, followed by comments about the overall project alignment, the location and design of stations, the objectives of the Project, and the importance of integration with the larger Metro rail system.

The most common environmental concerns raised by commenters included cumulative impacts, transportation and traffic impacts, real estate and acquisitions, community and neighborhood impacts, and noise and vibration impacts. Commenters who expressed concerns about cumulative impacts mentioned potential impacts of the Project in combination with the I-405 Sepulveda Pass ExpressLanes project in the same corridor (currently under study), as well as the East San Fernando Valley Light Rail Transit Line (currently beginning construction). Among commenters who expressed concerns relating to equity, many focused on expanding access to the educational, employment and medical resources of UCLA.

Next Steps

Metro and the PDA teams will consider the comments received during scoping as they continue to develop the project alternatives. Metro will also consider the scoping comments as it analyzes the alternatives, prepares a Draft Environmental Impact Report (DEIR) under CEQA, and then prepares an Environmental Impact Statement (EIS) under the National Environmental Policy Act. The DEIR will document the results of the evaluation of alignments, station locations, and both monorail and heavy rail project alternatives to address the transportation needs of travelers who utilize the Sepulveda Pass, including Sepulveda Boulevard, the I-405 and other canyon roads. Following the public review period for the DEIR, a Locally Preferred Alternative (LPA) will be recommended to the Metro Board of Directors. Once the Board selects the LPA, the Final Environmental Impact Report (FEIR) and the EIS will be prepared to complete the environmental review process. Throughout the process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis.

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Abbreviations/Acronyms

%	percent
AB	Assembly Bill
BOE	Bureau of Engineering
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CHP	California Highway Patrol
CPUC	California Public Utilities Commission
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
EFC	Equity Focus Community
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FEIR	Final Environmental Impact Report
FTA	Federal Transit Administration
GHG	greenhouse gas
HOA	homeowners association
HRT	heavy rail transit
HTA	HTA Partners
I-405	Interstate 405
I-5	Interstate 5
LA	Los Angeles
LACCD	Los Angeles Community College District
LACP	City of Los Angeles Department of City Planning
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LASRE	LA SkyRail Express
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LPA	Locally Preferred Alternative
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority

MRT	monorail transit
MSF	Maintenance and Storage Facility
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OPR	Office of Planning and Research
PDA	pre-development agreement
Project	Sepulveda Transit Corridor Project
RFP	request for proposals
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SMMC	Santa Monica Mountains Conservancy
STCP	Sepulveda Transit Corridor Partners
TAZ	Traffic Analysis Zone
TPSS	Traction Power Substation
TSC	transit solution concepts
UCLA	University of California, Los Angeles
U.S.	United States
USACE	U.S. Army Corps of Engineers
VA	U.S. Department of Veterans Affairs
VMT	vehicle miles traveled

1 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the preparation of an Environmental Impact Report (EIR) for the Sepulveda Transit Corridor Project (Project) and has contracted with HTA Partners (HTA) as the technical contractor for provision of planning, engineering, and environmental services in support of the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering effort. Metro has also entered into pre-development agreements (PDAs) with two firms, Sepulveda Transit Corridor Partners (STCP) and LA SkyRail Express (LASRE), for the performance of pre-development services for the Project. This report has been prepared by HTA.

1.1 Purpose of the Study

The Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs between the San Fernando Valley (Valley) and the Westside that utilize the Sepulveda Pass including Sepulveda Boulevard, Interstate 405 (I-405) and other canyon roads, including support of a future extension to the Los Angeles International Airport (LAX) area. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Project is included in Metro's *2020 Long-Range Transportation Plan* (Metro, 2020), in the *Measure R Expenditure Plan* (Metro, 2008) as the "San Fernando Valley I-405 Corridor Connection," and in the *Measure M Expenditure Plan* (Metro, 2016) as the "Sepulveda Pass Transit Corridor." The *Measure M Expenditure Plan* provides for operations of the Project between the San Fernando Valley and the Westside to begin in 2033-2035 and for operations of the extension to LAX to begin in 2055-2057.

Metro's environmental review of the Project will include preparation of an EIR under the California Environmental Quality Act (CEQA) and an EIS under the National Environmental Protection 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, 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 Environmental Impact Statement (EIS) will be prepared to complete the environmental review process. The study approach will provide the public multiple opportunities to review and comment on the project alternatives and the environmental analysis.

1.2 Project Study Area

Figure 1-1 shows the Study Area for the Sepulveda Transit Corridor Project. It generally includes Transportation Analysis Zones (TAZs) from Metro's travel demand model that are within 1 mile of the alignments of the four "Valley-Westside" alternatives from the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a). The Study Area represents the area in which the transit concepts and ancillary facilities are expected to be located. The analysis of potential impacts and effects will encompass all areas that contribute substantial travel activity to the corridor, and the EIR and EIS will disclose all potential impacts and adverse effects related to the Project.

Figure 1-1. Sepulveda Transit Corridor Project Study Area

Source: HTA Partners, 2022

1.3 Purpose of this Report

The purpose of this report is to document the CEQA scoping process for the Project. The scoping process for CEQA includes the release of a Notice of Preparation (NOP), meeting with responsible and trustee agencies, and accepting comments from agencies and the general public. Scoping provides the public and stakeholders an opportunity to provide input on issues to be examined and included in the DEIR. This report describes the development of the alternatives included in the NOP, presents an overview of the process by which agencies and the public were notified about the Project and the scoping period, and organizes and summarizes comments received during the scoping period.

2 DEVELOPMENT OF THE SCOPING ALTERNATIVES

This section describes the development of the alternatives presented during the scoping process.

2.1 Measure M

Measure M, a ballot measure approved by 71 percent of Los Angeles (LA) County voters in 2016, increased the sales tax rate in the county by 0.5 percent to fund projects that ease traffic, repair local streets and sidewalks, and expand public transportation. The Measure M Expenditure Plan designates $5.7 billion (in 2015 dollars) for the Project, with $2.5 billion from sales tax revenue and the remainder from other local, state, and federal funding sources (Metro, 2016). The Expenditure Plan designates an additional $3.8 billion for the future extension to LAX.

2.2 Feasibility Study

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study and released the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a), which documented the transportation conditions and travel patterns in the Sepulveda corridor; identified mobility problems affecting travel between the San Fernando Valley, the Westside, and the LAX area; and defined an initial Purpose and Need, goals, and objectives of the corridor. Using an iterative evaluation process, the Feasibility Study developed feasible transit solutions that met the Purpose and Need, goals, and objectives identified for that study.

The Feasibility Study evaluated heavy rail transit (HRT), light rail transit (LRT), and monorail transit (MRT) alternatives connecting the Metro G Line (Orange) to the Metro E Line (Expo). Alignments that were considered either followed roadway rights-of-way or connected a range of potential station locations and termini directly. The design configurations considered included at grade, aerial, and underground. The alignments and configurations were screened based on major physical constraints and the ability to connect key activity centers, resulting in the development of six initial HRT, LRT, and MRT concepts for initial technical evaluation and public comment.

Following evaluation and public comment, the initial HRT and MRT concepts were refined to extend farther north to address high levels of demand in the area between the G Line and the Metrolink Ventura County Line. Low-performing concepts, including LRT concepts, were eliminated from further consideration. Four refined concepts were ultimately developed into the final Feasibility Study alternatives based on their ability to meet the project goals.

During the Feasibility Study, Metro held three rounds of public open house meetings in 2018 and 2019 at multiple locations throughout the project corridor. The first round of meetings occurred in June 2018 after the development of the Project Purpose and Need and initial concepts to connect the San Fernando Valley and Westside. The second round of meetings occurred in January and February 2019 after the initial concepts and preliminary comparative evaluation on key performance measures, which were based on the goals and objectives developed from the Purpose and Need, were refined. The third round of meetings, held in July and August 2019, presented the final alternatives developed during the Feasibility Study and a more detailed comparative evaluation of their performance. Each meeting included an open house period with information stations, as well as a presentation and a question and answer session. Public comment and feedback were solicited and received by email, postal mail, and comment cards, which were distributed at each meeting, and through the Project's telephone hotline throughout the duration of the Feasibility Study. Metro also met directly with public agencies with

jurisdiction within the Study Area and received feedback regarding elements of the alternatives that could affect their jurisdiction.

The Feasibility Study determined that a reliable, high-capacity fixed-guideway transit system connecting the San Fernando Valley to the Westside could be constructed along several different alignments. Such a transit system, operated as either an HRT or MRT, would serve the major travel markets in the Sepulveda Corridor and would provide travel times competitive with the automobile. While not recommending a particular alternative, the Feasibility Study also identified potential environmental and community impacts that could result from construction and operation of the Project and developed cost estimates for construction and operations. The Feasibility Study noted that alternatives to be included in the environmental process would be informed by the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a) and proposals resulting from Metro's PDA process.

2.3 PDA Process and Refinement of Alternatives

In July 2019, the Metro Board approved a PDA approach to support the Project's development and approved the solicitation of PDA contracts for the Project. The PDA process allows for early contractor involvement in project design through the development of independently proposed alternatives. In October 2019, Metro issued a request for proposals (RFP) (Metro, 2019b) for the performance of PDA work for the Project. Metro did not determine the technology, nor the specific configuration or alignment for the Project; therefore, firms were encouraged to propose innovative "transit solution concepts" (TSCs) that best met the Project's challenges. All potential PDA contractors were required to propose TSCs that met the Purpose and Need, goals, and objectives established in the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a). The RFP stated that up to two PDA contracts may be awarded.

After a round of initial qualifications and in-person meetings, four proposals were submitted to Metro in August 2020. Of the four proposals, two included TSCs that used HRT technology, one used LRT, and one used MRT. Metro staff evaluated each of the proposals using criteria related to the proposer's work approach and inclusion of disadvantaged business enterprises; the proposer's qualifications, experience, and capacity; and price. After completing this evaluation and conducting interviews with all four proposers, Metro staff recommended selection of the two highest scoring proposals: a proposal by LASRE with a TSC using MRT technology, and a proposal by STCP with a TSC using HRT technology. After receiving public comment, the Metro Board voted to approve PDA contracts with LASRE and STCP at their March 2021 meeting.

Following contract award, LASRE and STCP developed project alternatives based on the TSCs included in their proposals that address public comments presented at the March Board meeting. In November 2021, Metro published an NOP for the Project (Metro, 2021) with descriptions and maps of six alternatives under consideration, which is included in Appendix A. Alternatives 1 through 3 in the NOP (shown on Figure 2-1, Figure 2-2, and Figure 2-3) represent three monorail alternatives developed by LASRE that provide several options for connections to the UCLA campus, including different vertical configurations. Alternatives 4 and 5 in the NOP (shown on Figure 2-4 and Figure 2-5) represent two HRT alternatives developed by STCP with different vertical configurations along Sepulveda Boulevard in the San Fernando Valley. Alternative 6 in the NOP (shown on Figure 2-6) represents an HRT alternative that Metro directed HTA to study to preserve a similar range of alternatives as those described in the *Final Feasibility Report* (Metro, 2019a). Alternative 6 follows Van Nuys Boulevard in the Valley and connects to the Metro E Line Expo/Bundy Station in the Westside.

The set of alternatives includes some aerial and underground configurations in both the Valley and the Westside. Aerial alignments generally follow existing roadway rights-of-way, while underground alignments sometimes deviate from roadway rights-of-way. Between the Valley and Westside, underground alignments traveling through the Santa Monica Mountains do not typically follow roadway rights-of-way.

In the San Fernando Valley, the six alternatives include alignments that follow I-405, Sepulveda Boulevard, and Van Nuys Boulevard, offering differing connection options to the Metro G Line and the East San Fernando Valley Light Rail Transit Line. On the Westside, the alternatives include alignments that follow I-405, Sepulveda Boulevard, and Bundy Drive, offering differing connection options to the Metro D Line (Purple) and the Metro E Line.

Figure 2-1. Alternative 1 Alignment

Source: LASRE, 2021; HTA, 2021

Figure 2-2. Alternative 2 Alignment

Source: LASRE, 2021; HTA, 2021

Figure 2-3. Alternative 3 Alignment

Source: LASRE, 2021; HTA, 2021

Figure 2-4. Alternative 4 Alignment

Source: STCP, 2021; HTA, 2021

Figure 2-5. Alternative 5 Alignment

Source: STCP, 2021; HTA, 2021

Figure 2-6. Alternative 6 Alignment

Source: HTA, 2021

3 OVERVIEW OF SCOPING PROCESS

3.1 CEQA Requirements

The CEQA scoping process emphasizes early consultation with the public, resource agencies, tribal governments, and state, local, and federal agencies whose approval or funding may be required for a project. The scoping process is used to identify environmental topics of concern and to help define project alternatives for the preparation of a focused analysis to be documented in the DEIR.

Pursuant to Section 15082 of the CEQA Guidelines *(California Administrative Code, Title 14, Division 6, Chapter 3*), the lead agency is required to prepare an NOP of a DEIR after determining that an EIR is required for a project. The NOP is required to contain a description of the project, the project location, and probable environmental effects. CEQA requires a copy of the NOP be sent to the County Clerk's Office, the State Clearinghouse within the Governor's Office of Planning and Research (OPR), CEQA-responsible agencies and federal agencies involved in approving or funding the project, and state trustee agencies responsible for natural resources affected by the project. Submittal of the NOP to state-responsible agencies, trustee agencies, and federal agencies initiates a comment period of a minimum of 30 days. Although not required under CEQA, early consultation with the public during the scoping period is strongly encouraged by OPR.

Pursuant to Assembly Bill (AB) 52, an amendment to CEQA, a project may have a significant impact on the environment if the project may cause a substantial adverse change in the significance of a tribal cultural resource. AB 52 affords tribes that are traditionally and culturally affiliated with the geographic region of the project the opportunity to request consultation with the lead agency. The consultation process with tribal governments under AB 52 occurs independently of the scoping process and will be documented in the DEIR.

3.2 Notice of Preparation Distribution

Metro prepared an NOP for the Project that included descriptions of the alternatives under consideration, the dates of and webinar links for the planned virtual public scoping meetings and the duration of the scoping period. Because of the scale of the project and anticipated public interest, Metro established a public comment period of 74 days, extending from November 30, 2021, through February 11, 2022. Metro posted the NOP on its project web page and submitted it to the Los Angeles County Clerk's Office and the State Clearinghouse on November 30, 2021. The State Clearinghouse assigned identification number 2021110432 to be used for subsequent environmental documents for the Project. On the same day, Metro sent an email with a link to Metro's web page featuring the NOP to state responsible agencies, trustee agencies, federal agencies, and local agencies. Appendix B includes a list of the agencies and representatives notified of the meeting. The public was informed about the beginning of the scoping period and the availability of the NOP through a variety of printed and digital messaging summarized in Section 3.3.

3.3 Outreach and Public Notification Process

Public notification of the scoping meetings and the opportunity to provide comments comprised both printed and digital messaging. The awareness campaign included posts on Metro's English-language blog, The Source, and Spanish-language blog, El Pasajero; rounds of e-blasts (emails to the Project's contact list); bus car card distribution; social media advertisements and posts; newspaper

advertisements; website updates; earned media; a Transit app campaign; project video; and an extended outreach toolkit.

3.3.1 Blog Posts

At the beginning of the scoping period on November 30, 2021, Metro posted stories to The Source and El Pasajero blogs announcing the beginning of the scoping period. The posts included the full NOP, as well as detailed descriptions of the six alternatives, comment methods, and information on the upcoming scoping meetings. In addition, two other stories were posted on January 5 and January 31, 2022, to remind readers about the scoping meetings and the approaching comment deadline. Appendix C contains copies of the posts.

3.3.2 Email Blasts

Metro distributed key information via e-blast to more than 15,000 contacts in the Project database. The majority of the contacts had previously engaged with the Project during the Feasibility Study and had opted in to receive information. As shown in Table 3-1, the series of e-blasts started on November 17, 2021, with an initial save-the-date notice about the upcoming release of the NOP and the scheduled scoping meetings, and it concluded shortly after the end of the scoping period. The open rate for the e-blasts ranged from 36 to 45 percent, with an average open rate of 40 percent. All e-blasts (Appendix D) were distributed concurrently in English and Spanish.

Table 3-1. Scoping E-blasts

No.	Date Sent	Subject	Recipients	Opens	Percent Opens
1.	11/17/2021	Save the Date	15,372	4,743	36%
2.	11/30/2021	Notice of Preparation	15,344	4,758	36%
3.	12/6/2021	Scoping Meeting 1 Reminder	15,307	4,907	38%
4.	12/8/2021	Scoping Meeting 1 Thank You	15,555	5,118	39%
5.	12/15/2021	Scoping Meeting 1 Webinar Recordings	15,525	5,404	41%
6.	1/7/2022	Scoping Meeting 2 Reminder	15,592	5,874	44%
7.	1/12/2022	Scoping Meeting 2 Thank You	15,701	5,771	43%
8.	1/19/2022	Scoping Meeting 3 Reminder	15,688	5,991	45%
9.	1/25/2022	Scoping Meeting 3 Thank You	15,852	5,678	42%
10.	2/7/2022	Final Week of Scoping	16,009	6,030	44%
11.	2/11/2022	Last Day of Scoping	15,967	5,793	43%
12	2/16/2022	Thank You	16,032	5,206	38%

Source: Arellano Associates, 2022

% = percent
No. = number

3.3.3 Car Card Distribution

Metro distributed bus car cards (Appendix E) in English and Spanish to inform riders using local transit services about the scoping period and upcoming meetings. Metro distributed car cards on routes

operated by Metro divisions that serve the Project Area and surrounding communities. In addition, in partnership with nearby transit operators, a total of 1,690 car cards were distributed to the following municipal transit operators:

> Antelope Valley Transit Authority
> City of Redondo Beach (Beach Transit)
> City of Santa Monica (Big Blue Bus)
> Los Angeles Department of Transit
> Torrance Transit

3.3.4 Social Media Campaign

Metro ran a targeted social media campaign on Facebook, Twitter, and NextDoor before each public scoping meeting. The media campaign targeted general audiences to encourage participation at the upcoming scoping meetings. The Facebook posts linked to event pages created specifically for each meeting. The Facebook event pages provided additional meeting information and a direct link to each meeting's webinar page. Appendix F presents the social media posts, and an overview of user engagement with the posts is provided in Table 3-2.

Table 3-2. Social Media Posts

Platform	Purpose	Date	Likes/Reactions	Comments	Shares	Impressions
Twitter	Scoping Announcement	11/30/21	200	48	128	-
Facebook	Scoping Announcement	11/30/21	97	27	10	-
Twitter	Comment Reminder	12/2/21	40	9	15	-
NextDoor	Meeting Reminder	12/6/21	15	-	-	29,725
Twitter	Comment Reminder	12/14/21	125	14	54	-
Facebook	Meeting Reminder	1/6/22	32	12	2	-
Twitter	Meeting Reminder	1/7/22	16	-	12	-
NextDoor	Meeting Reminder	1/10/22	29	-	-	32,000
Twitter	Meeting Reminder	1/11/22	18	3	8	-
NextDoor	Meeting Reminder	1/19/22	17	-	-	33,281
Twitter	Meeting Reminder	1/21/22	73	10	31	-
Twitter	Meeting Reminder	1/22/22	14	-	5	-

Source: Arellano Associates, 2022

- indicates not applicable

In addition to the social media posts and advertisements by Metro, stakeholders shared information via their social media accounts on Facebook, Twitter, YouTube, and NextDoor. These posts generated significant engagement, some with hundreds of likes and comments.

3.3.5 Paid Media

Metro placed legal advertisements (included in Appendix G) in the print editions of the *Los Angeles Daily News*, the *Los Angeles Sentinel*, and the Spanish-language newspaper, *La Opinión* on December 2, 2021. These advertisements featured a shortened version of the NOP that included an overview of the

proposed Project. They also provided information about where the public could access the full NOP and the dates and times of the virtual public scoping meetings and other ways to submit scoping comments.

To engage the Spanish-speaking community, Metro placed Spanish advertisements on several online platforms during the scoping period as detailed in Table 3-3. The advertisements generally targeted people traveling in the San Fernando Valley in the area between Topanga Canyon Boulevard and Interstate 5 (I-5), in the Santa Monica Mountains between Mandeville Canyon and Beverly Glen Boulevard, and in the Westside between the Pacific Ocean, Century City, and Baldwin Hills. Copies of the online advertisements are included in Appendix H.

Table 3-3. Online Spanish-Language Advertisements

Platform/Publication	Date(s)	Estimated Impressions
La Opinión	12/6/21-1/10/22	100,000
Facebook	12/6/21-1/14/22	100,000
Digital Display	12/6/21-1/14/22	500,000

Source: Arellano Associates, 2022

3.3.6 Project Website and StoryMap

Metro updated the Sepulveda Transit Corridor website (www.metro.net/projects/sepulvedacorridor) to announce the start of the scoping period and provide information on how to provide comments to the project team. In addition, an interactive StoryMap was created in English and Spanish specifically for the scoping period that included more in-depth information such as the project background, details on nearby projects, the alternatives, and environmental process. After each scoping meeting, the StoryMap was updated with links to the recording of the meeting. The StoryMap has received more than 10,000 visitors, of which more than a third were to the Spanish StoryMap. Screen captures of the website and StoryMap are included in Appendix I.

3.3.7 Project Video

Metro created a 6-minute video in English and Spanish providing an overview of the Project and each of the proposed alternatives. The video featured information on the PDA teams, the environmental process and the project development process. It also encouraged viewers to participate in the public scoping process and to provide their comments on the alternatives, destinations the project should serve, concerns regarding potential impacts, and questions or issues they want the study to analyze. The video was hosted on Metro's YouTube page and was shared during each scoping meeting. In addition, the video was featured prominently on the StoryMap to encourage visitors to first view the video before scrolling through the other content. The video has received more than 7,000 views.

3.3.8 Extended Outreach Toolkit

Metro provided an extended outreach toolkit (Appendix J) to 426 elected officials' offices, community-based organizations, academic institutions, cities, and other key stakeholders to share information with their constituents and stakeholders. The toolkit included graphics, links and copy-paste ready content to share on social media platforms, newsletters, and websites. The content featured information on the comment period, upcoming scoping meetings, and links to other resources.

3.3.9 Earned Media

The scoping period generated interest from a variety of media and stakeholders throughout the comment period. Metro is aware of 36 articles, newsletters, or posts published about the project and/or public meetings, including those on three outlets in Spanish. The complete earned media list and the content of the earned media are documented in Appendix K.

Notable outlets include the following:

- La Opinión (Spanish)
- Telemundo 52 (Spanish television broadcast)
- KCBS/KCAL (television broadcast)
- LA Daily News
- LA Business Journal
- Daily Bruin

3.3.10 Transit App Campaign

Metro launched a notification campaign on its mobile app "Transit" to target transit riders traveling in the San Fernando Valley in the area between Topanga Canyon Boulevard and I-5, in the Santa Monica Mountains between Mandeville Canyon and Beverly Glen Boulevard, and in the Westside between the Pacific Ocean, Century City, and Baldwin Hills. The app allows bus and rail riders to plan their transit trip by providing real-time vehicle location, step-by-step directions, and alerts regarding service disruptions. App users were prompted to submit their comments on the Project directly from the app and were asked to sign up to receive additional project information. The Transit App campaign generated 206 English submissions and 39 Spanish submissions.

4 SCOPING MEETINGS

In support of the public scoping process, Metro hosted one agency scoping meeting and three public scoping meetings in December 2021 and January 2022. All meetings were held virtually on the Zoom platform because of continuing COVID-19 restrictions. The purpose of the meetings was to provide information about the Project and the proposed alternatives, to gather oral comments from attendees, and to encourage the submittal of written comments.

4.1 Summary of Scoping Meetings

Agency and public scoping meetings were held at the following times:

- Agency Scoping Meeting: Monday, December 6, 2021, 10:00am to 12:00pm
- Public Scoping Meeting 1: Tuesday, December 7, 2021, 11:30am to 1:30pm
- Public Scoping Meeting 2: Tuesday, January 11, 2022, 6:00pm to 8:00pm
- Public Scoping Meeting 3: Saturday, January 22, 2022, 10:00am to 12:00pm

Metro posted a recording of each public scoping meeting to its YouTube channel. Metro also placed links to the recordings and to the scoping meeting PowerPoint presentation on the project website to allow those who could not participate in real time to see them.

4.2 Public Scoping Meetings

4.2.1 Format

Metro opened the public scoping meetings with a PowerPoint presentation. After the presentation, Metro staff described the methods by which the public could provide comments on the project alternatives and began the public scoping comment session. Each commenter was given two minutes to provide oral comments. Scoping meeting participants were reminded that the purpose of the meeting was to receive public comment and that Metro would not be able to provide responses to questions during the meeting, since the purpose of the study is to conduct the analyses that will develop those answers. A court reporter provided transcripts of the public comments after each meeting (Appendix L). Simultaneous Spanish interpretation was available throughout the scoping meeting series, and the outreach team shared a link to a Spanish-language PowerPoint through the Zoom chat feature. Participants were informed that Spanish-speaking commenters would be provided an additional two minutes to accommodate the interpretation of the comment; however, no Spanish-language comments were provided at any of the meetings.

4.2.2 Content

The content of the PowerPoint presentations (included in Appendix M) was identical at the three public scoping meetings. The presentations began with an overview of the interpretation features, a reminder of Metro's Code of Conduct, and information on the Low-Income Fare is Easy (LIFE) program (a program offering transit fare discounts to low-income riders). Following introductions of the presenters, two Zoom poll questions were launched that asked participants where they lived and if they had previously participated in the Project. After the Zoom polls, the Project video was shown. The video provided a brief overview of the Project and introduced the project alternatives. After the video, the formal presentation began and included an overview of the planning process, Project goals and objectives, proposed alternatives, and the environmental process.

4.2.3 Participation Summary

Participation at each meeting was robust. Each comment session featured a queue of public commenters that continued throughout the meeting duration. In fact, the first meeting was extended past the noticed meeting end time by 30 minutes to accommodate additional speakers. The three public meetings resulted in 554 participants and 90 speakers, as summarized in Table 4-1.

Table 4-1. Public Scoping Meeting Participation

Meeting	Attendance	Commenters
December 7, 2021	240	35
January 11, 2022	185	24
January 22, 2022	129	31

Source: Arellano Associates, 2022

4.2.4 Stakeholders Present

Representatives of local elected officials, neighborhood councils, homeowners associations (HOAs) and key stakeholder groups attended the scoping meetings. The staff of the elected officials, as well as those who identified themselves as representatives of community groups, are shown in Table 4-2.

Table 4-2. Stakeholder Participation

Stakeholder	Meeting 1	Meeting 2	Meeting 3
Elected Officials			
Senator Dianne Feinstein		X	
Representative Tony Cardenas		X	X
Los Angeles Mayor Garcetti	X		X
Los Angeles Councilmember Krekorian (District 2)	X		
Los Angeles Councilmember Raman (District 4)	X	X	X
Los Angeles Councilmember Koretz (District 5)	X	X	X
Los Angeles Councilmember Rodriguez (District 7)	X		
Los Angeles Councilmember Bonin (District 11)	X	X	
Other Stakeholders			
Bel Air-Beverly Crest Neighborhood Council	X	X	
Brentwood Glen Association	X		
Brentwood Hills Homeowners Association		X	
Brentwood Homeowners Association	X		
Brentwood Resident Coalition		X	
Del Rey Neighborhood Council	X		
Encino Neighborhood Council	X		
Greater Valley Glen Neighborhood Council	X		
Mid-City Neighborhood Council			X

Stakeholder	Meeting 1	Meeting 2	Meeting 3
North Westwood Neighborhood Council	X	X	X
Palms Neighborhood Council	X		
Sherman Oaks Homeowners Association			X
Sherman Oaks Neighborhood Council	X	X	X
The Independent Living Center of Southern California			X
Transit Coalition		X	X
UCLA	X	X	X
Valley Industry and Commerce Association		X	
Van Nuys Neighborhood Council		X	X
Westdale Homeowners Association			X
Westside Neighborhood Council	X		X
Westside Village Homeowners Association	X		
Westwood Community Council	X	X	X
Westwood South of Santa Monica Homeowners Association	X		
Woodland Hills Warner Center Neighborhood Council		X	X

Source: Arellano Associates, 2022

X indicates representative of stakeholder participated

4.3 Agency Scoping Meeting

In addition to the scoping meetings for the public, Metro held a scoping meeting for representatives of public agencies on December 6, 2021. The meeting provided agencies potentially interested in the Project, those with legal jurisdiction in the Study Area, and those responsible for processing permits or approvals for the Project an opportunity to provide early input regarding the Project. An email was sent to agency representatives on November 23, 2021, inviting them to participate in the agency scoping meeting and to submit official comments during the upcoming scoping period. A reminder email that included a link to The Source post with the NOP was sent on November 30, 2021. Emails were sent to 14 federal agencies, 22 state agencies, and 47 local agencies. Appendix B includes a list of the agencies and representatives notified of the meeting. A total of 48 individuals representing 24 agencies attended the agency scoping meeting. Table 4-3 presents the agencies and representatives who attended the meeting.

Metro staff opened the meeting with a PowerPoint presentation that included an overview of the planning process, project goals and objectives, proposed project alternatives, the environmental process, related projects, and ongoing public outreach efforts (see Appendix M). After the presentation, agency representatives had the opportunity to ask questions about the scope of the draft environmental document and related environmental concerns. Topics raised by agency representatives during the meeting included the following:

> Compatibility of the alternatives with possible future extensions
> Differences in operational characteristics (e.g., headways) of the alternatives
> Construction methods and related impacts

- Evaluation criteria to be used in the DEIR, and which criteria would be used to select one or more alternatives to be continued forward into NEPA review
- Why different vehicle technologies were identified for different alignments
- Coordination between the Project and the I-405 Sepulveda Pass ExpressLanes project, and how the ExpressLanes would be addressed in environmental review

Table 4-3. Participants in Agency Scoping Meeting

Agency	Representative(s)
California Department of Transportation (Caltrans)	James Shankel, Karen P. Rubio, Carlo Ramirez, Miya Edmonson, Ron Kosinski, Karl Price, Dawn Kukla
California Transportation Commission	Jose Oseguera
City of Beverly Hills	Martha Eros
City of Culver City	Ryan Hund
City of Los Angeles Bureau of Engineering (BOE)	Mohammad Firouzbakht, Billy Ho, Curtis Tran, Larry Hsu
City of Los Angeles Department of City Planning (LACP)	David Olivo, Tal Harari, Isaiah Ross, Julia Heidelman, Miles Orr
City of Los Angeles Department of General Services	Kenneth Stanberry
City of Los Angeles Department of Transportation (LADOT)	Robert Sanchez, Brandon Wilson, Jesus Serrano, Eddie Guerrero, Vicente Cordero, Shirley Zamora
City of Los Angeles Department of Water and Power (LADWP)	Chris Repp, Kevin Stewart, Elena Sy Su, Andres Perez
City of Los Angeles LA Sanitation & Environment	Chris DeMonbrun
City of Santa Clarita Transit	Nick Echeverri
City of West Hollywood	David Fenn
Federal Transit Administration (FTA)	Luis Lopez, Mary Nguyen
Metropolitan Water District (MWD)	Jolene Ditmar
South Bay Cities Council of Governments	David Leger, Steve Lantz
Southern California Association of Governments (SCAG)	Steve Fox
Southern California Regional Rail Authority (Metrolink)	Roderick Diaz
University of California, Los Angeles (UCLA)	Renee Fortier, Marcos Fuentes, David Karwaski
U.S. Army Corps of Engineers (USACE)	Lia Protopapadakis
U.S. Department of Veterans Affairs (VA)	Kristin Grotecloss, Christine Modovsky, Andrew Culbertson, Lorena Alvarez
U.S. Environmental Protection Agency (EPA)	Zac Appleton
U.S. Fish and Wildlife Service (USFWS)	Sally Brown
U.S. National Park Service (NPS)	Cathy Schoonmaker
Westside Cities Council of Governments	Riley O'Brien

Source: HTA Partners, 2022

5 ADDITIONAL PUBLIC OUTREACH EVENTS

Metro has conducted ongoing public outreach to keep stakeholders and the public informed about the Project. The outreach activities included a community update meeting, pop-up events, information card distribution, and stakeholder briefings. Continued communication with stakeholders has been critical in generating overall awareness of the Project. Although these activities were not part of the formal scoping process, the outreach team encouraged participants to provide comments during the public scoping process at events that took place during the scoping period. Because of public health restrictions brought on COVID-19, outreach events were mainly limited to virtual or outdoor settings.

5.1 Fall Community Update Webinar

On October 26, 2021, Metro hosted a Community Update Webinar to provide an update on the status of the Project and to announce the November 30, 2021, launch of the formal scoping period. Following the formal presentation, Metro staff provided an opportunity for the public to ask clarifying questions ahead of the scoping period. The meeting was extended 30 minutes beyond the originally scheduled 2-hour period to accommodate the large number of comments and questions. In total, the webinar brought together 188 members of the public, and Metro staff addressed 85 questions and comments. Notable attendees included those from offices of elected officials (7), City of Los Angeles agencies (10), and other key stakeholder organizations (13). A list of notable attendees, results of the Zoom poll, and further webinar details are included in the meeting summary in Appendix N.

5.2 Public Events

The outreach team participated in public events, with a focus on increasing the engagement of historically underrepresented communities during the scoping period. In-person engagement provided convenient access to members of the public who may have limited access to the internet or language barriers. Each event was targeted to a different geographic area to solicit communication with the broader community. At each in-person event, the outreach team distributed information cards that detailed the scoping meeting dates and methods of submitting comments (Appendix O). Table 5-1 and Appendix O detail the public events and announcements.

Table 5-1. Public Events and Announcements

Event	Date	Geographic Area	Serves Equity Focus Community
LA Council President Nury Martinez Holiday Event	12/11/21	Van Nuys	Yes
Plaza del Valle	12/18/21	Panorama City	Yes
Panorama City Mall	12/18/21	Panorama City	Yes
Rock of the Valley Food Pantry	12/28/21	Van Nuys	Yes
Westside Regional Alliance of Councils	1/17/22	Bel Air, Brentwood, Westwood, Del Rey, Mar Vista, Venice, Westchester, Playa del Rey, Sawtelle, South Robertson, Palms, Pacific Palisades	Yes
Arleta Neighborhood Council - General Board Meeting	1/18/22	Arleta	Yes

Event	Date	Geographic Area	Serves Equity Focus Community
Pacoima Neighborhood Council - Monthly Meeting	1/19/22	Pacoima	Yes
Panorama City Neighborhood Council	1/20/22	Panorama City	Yes
Motor Avenue Farmers Market	1/30/22	Palms	No
Westwood Village Farmers Market	2/3/22	UCLA/Westwood	Yes
Encino Farmers Market	2/6/22	Lake Balboa	Yes

Source: Arellano Associates, 2022

5.3 Stakeholder Briefings

Metro participated in briefings with stakeholder organizations upon request to provide project updates, details on the scoping process, and information on how to participate during the scoping period. Table 5-2 summarizes the meetings with stakeholder groups during the scoping period.

Table 5-2. Stakeholder Briefings During the Scoping Period

Briefing	Date
Metro Accessibility Advisory Committee Meeting	12/9/21
Metro On the Move Riders Program – San Fernando Valley Regional Meeting	12/15/21
Metro Technical Advisory Committee	1/5/22
Metro San Fernando Valley Service Council	1/5/22
Valley Industry Commerce Association Transportation Committee	1/11/22
Metro Westside/Central Service Council	1/12/22
Metro South Bay Cities Service Council	1/14/22
Brentwood Glen Association	1/20/22
San Fernando Valley Council of Governments	1/20/22
Metro Streets and Freeways Subcommittee	1/20/22
Westside Cities Council of Governments	1/25/22
Metro Community Advisory Council	1/26/22
Van Nuys Neighborhood Council Planning and Land Use Committee	1/27/22
Metro On the Move Riders Program Westside/Central Regional Meeting	1/28/22
North Westwood Neighborhood Council	2/7/22

Source: Arellano Associates, 2022

5.4 Additional Outreach Efforts

The outreach team also made brief announcements at local neighborhood councils during their regularly scheduled meetings. In addition, the outreach team shared information via phone and email about the scoping period, scoping meetings, and methods to provide comment with more than 90 neighborhood councils, churches, neighborhood and HOAs, educational institutions, business organizations, and neighborhood watch groups, as summarized in Appendix P.

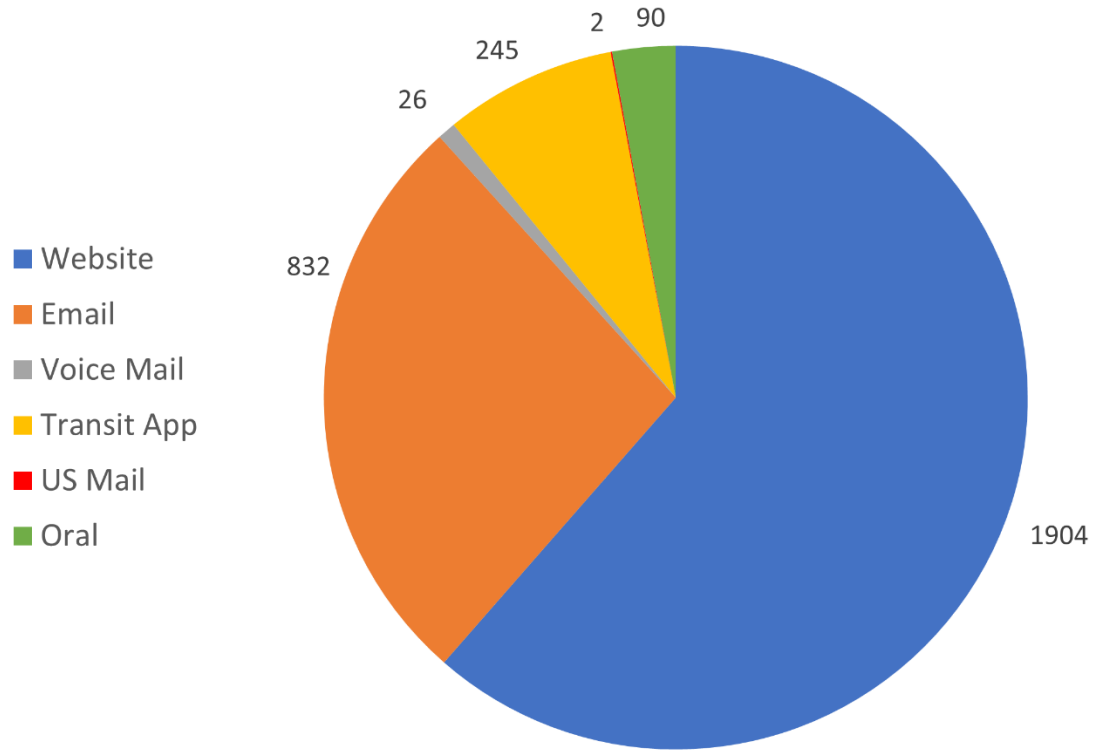
6 SUMMARY OF SCOPING COMMENTS

The scoping period extended from November 30, 2021 to February 11, 2022. Metro continued to accept comments after the scoping period ended, receiving a total of 3,122 submissions. The analysis of public comments in Sections 6.1 through Section 6.4 is based on 3,099 submissions received from individuals, community organizations, elected officials, and businesses. Comments from public agencies are discussed in Section 6.5. The public scoping submissions are included in Appendix Q.

6.1 Sources of Public Scoping Comments

Submissions of public comments were received from 3,049 individuals, 42 community organizations, 6 businesses, and 5 elected officials[3]. As shown on Figure 6-1, over 60 percent of the submissions (1,904) were received through the Project's online comment form. Other methods of submission included email (832, or 27 percent), Transit App (245, or 8 percent), oral comments at the virtual scoping meetings (90, or 3 percent), U.S. mail (2, 0.06 percent), and voice mail via the Project hotline (26, or 0.8 percent).

Figure 6-1. Submissions by Method

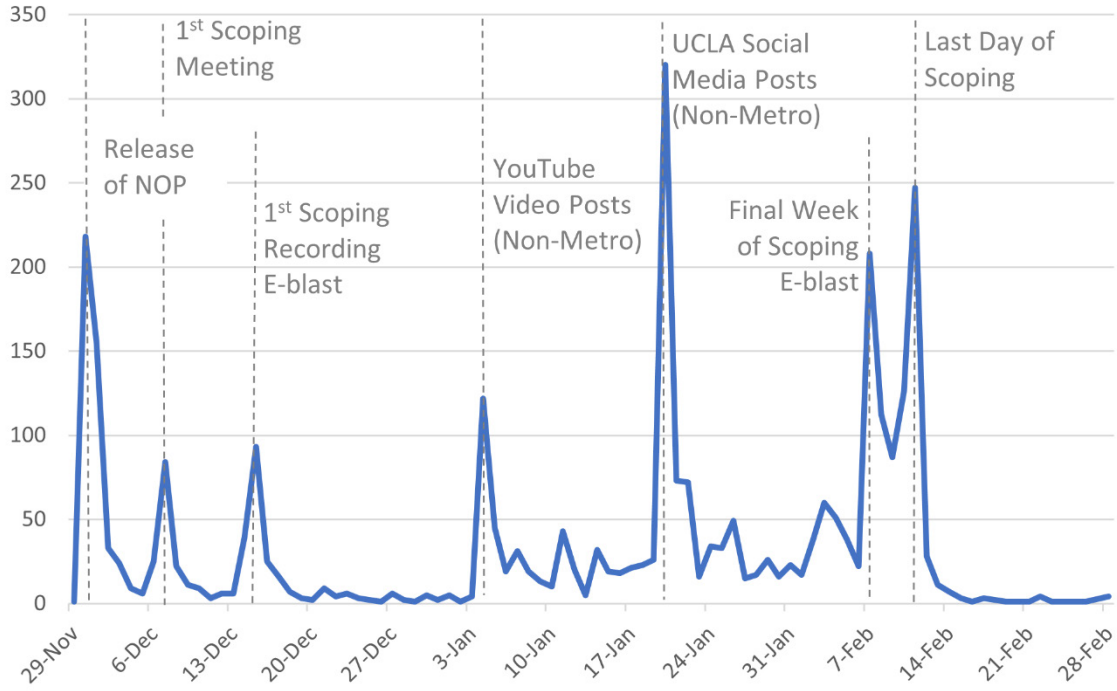


Source: HTA Partners and Arellano Associates, 2022

[3] As discussed in Section 6.4, four Los Angeles City councilmembers submitted a joint letter, which is counted as a single submission, so the comments from five elected officials resulted in only two submissions.

Figure 6-2 shows a timeline of submissions received throughout the scoping period. Peaks in submissions are generally associated with notifications issued by Metro regarding public meetings, reminders to comment, or the public scoping meetings themselves.

Figure 6-2. Submissions Received Between November 30, 2021 and March 1, 2022



Source: HTA Partners and Arellano Associates, 2022

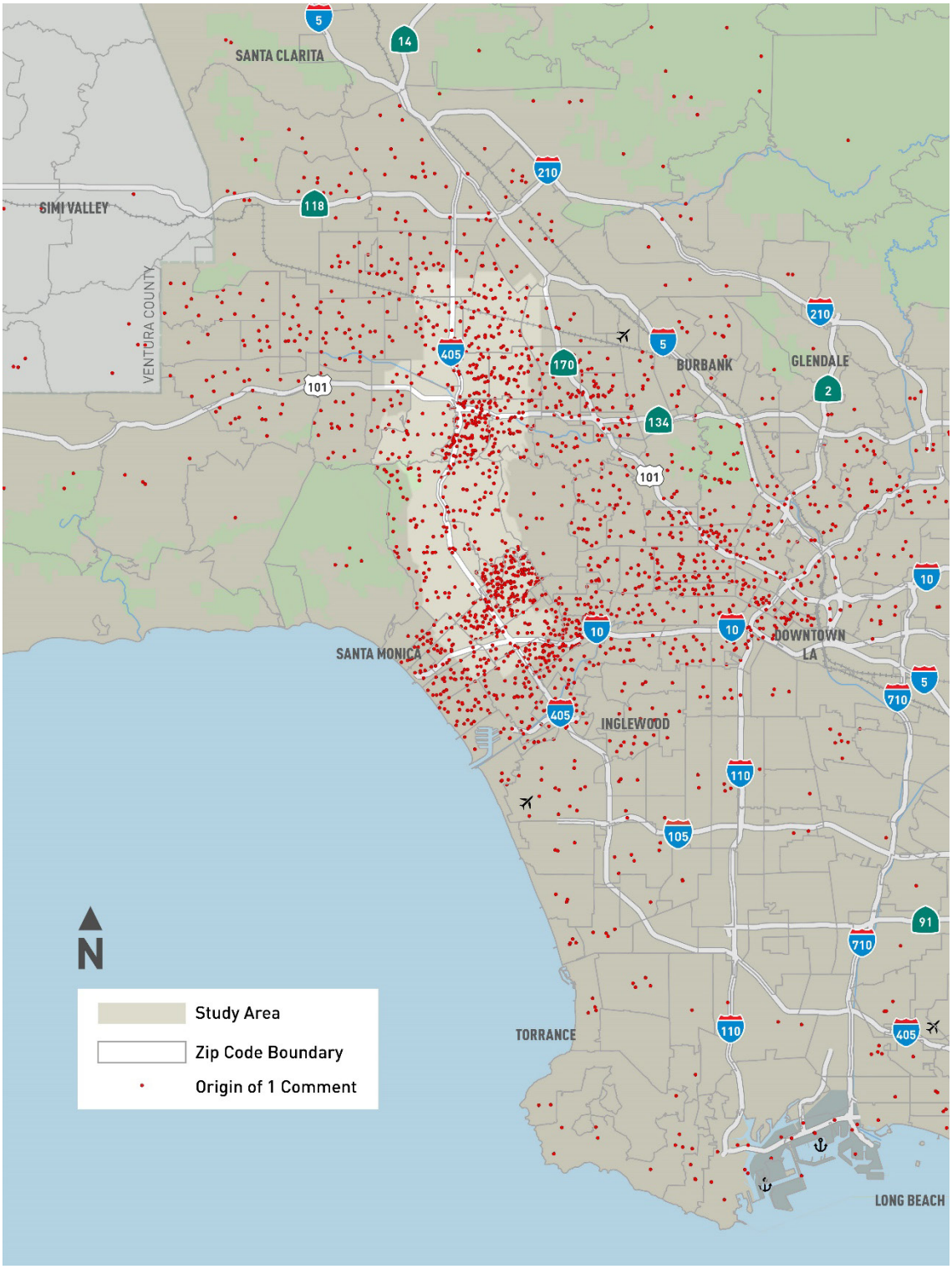
While the majority of submissions were received from Los Angeles County, as would be expected, there were submissions from across the region, including Ventura, San Bernardino, Riverside, Orange, and San Diego counties. There were also submissions from more than 20 states across the country, including as far away as New York, Massachusetts, and Florida. Figure 6-3 presents the distribution of submissions that provided a zip code in the area extending from Santa Clarita to Long Beach, with the dots representing submissions spread across the zip code of origin. Approximately 2,188 of the 2,406 submissions that indicated their zip code are included within the area shown. The zip codes from which the most submissions were made are summarized in Table 6-1.

Table 6-1. Zip Codes with Greatest Number of Submissions

Zip Code	Geographic Areas	Submissions
90024	Westwood	118
91403	Sherman Oaks	115
90034	Palms, Castle Heights, La Cienega Heights	93
90049	Brentwood, Brentwood Glen, Brentwood Heights, Crestwood Hills, Mandeville Canyon, Westwood Hills, Bel Air	77
90025	West LA, Sawtelle	67

Source: HTA Partners and Arellano Associates, 2022

Figure 6-3. Geographic Distribution of Submissions Providing a Zip Code

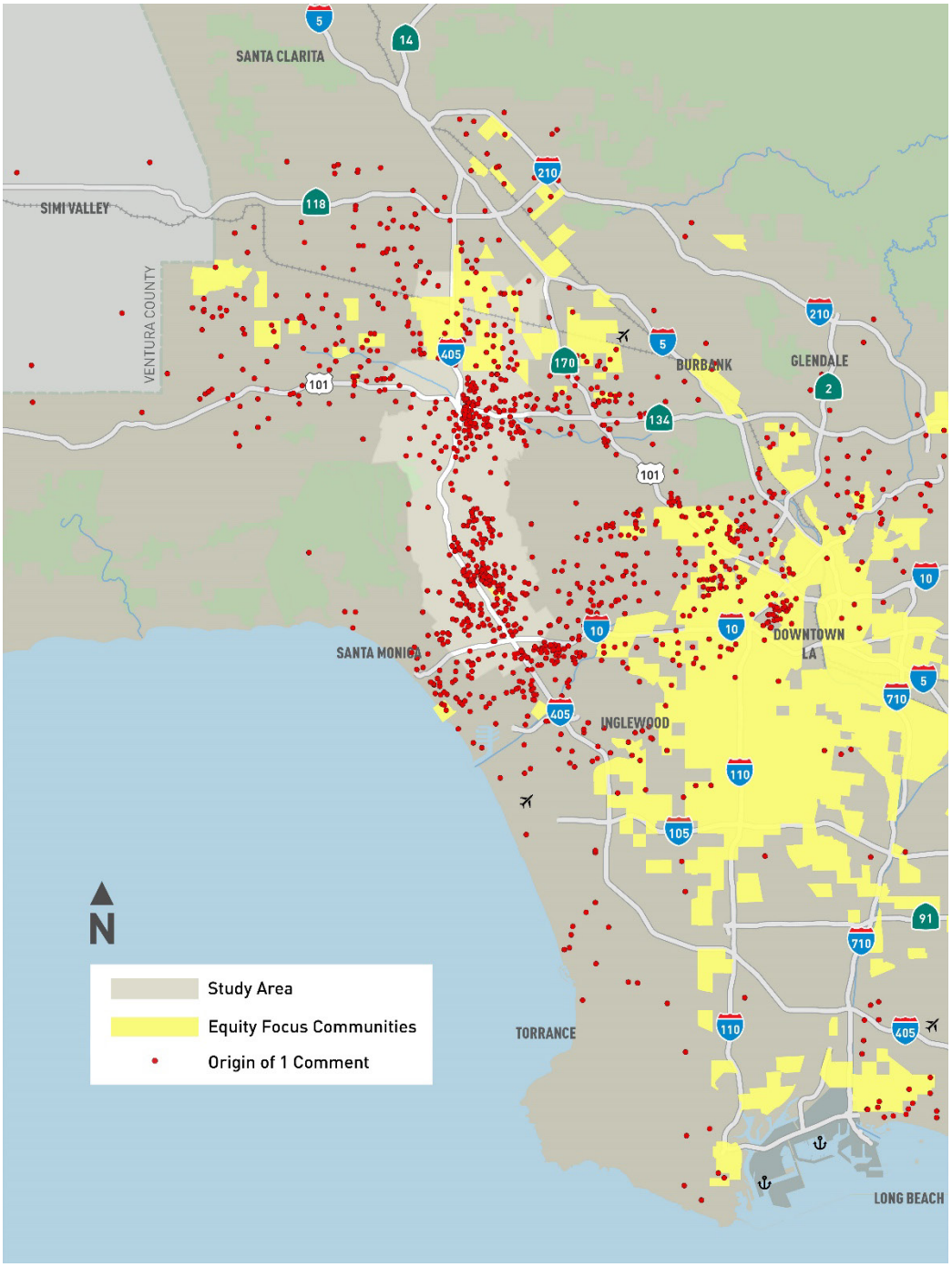


Source: HTA Partners and Arellano Associates, 2022

Note: Dots are shown within the zip code of origin and do not reflect a precise location.

Approximately half of submissions included complete street addresses. Of the 1,523 such submissions, 249 (16 percent) came from Equity Focus Communities (EFCs), as defined in Metro's 2020 Long Range Transportation Plan (Metro, 2020). Figure 6-4 shows the origins of submissions with complete street addresses. Submissions from EFCs adjacent to UCLA in Westwood accounted for 50 of the 249 submissions from EFCs.

Figure 6-4. Origins of Submissions Providing a Complete Street Address



Source: HTA Partners and Arellano Associates, 2022

The following seven neighborhood councils submitted comments during the scoping period:

- Bel Air-Beverly Crest
- Encino
- North Westwood
- Reseda
- Studio City
- Van Nuys
- Westside

These neighborhood councils raised concerns about geotechnical/subsurface/seismic hazards, wildfire impacts, noise and vibration, visual and aesthetic impacts, air quality, conservation of ecosystems, construction impacts, and sustainability/resiliency. Some noted the need to study potential impacts beyond the Project's defined Study Area. The neighborhood councils also indicated their preferences among the project alternatives being considered or recommended additional alternatives to consider.

Comments were also submitted by the Brentwood Community Council, the Westwood Community Council, and the following 11 HOAs:

- Bel Air Association
- Bel Air Crest Association
- Brentwood Glen Association
- Comstock Hills Homeowners Association
- Encino Property Owners Association
- Holmby Westwood Property Owners Association
- Sherman Oaks Homeowners Association
- Studio City Residents Association
- West of Westwood Homeowners Association
- Westwood South of Santa Monica Blvd Homeowners Association
- Westwood Hills Property Owner Association

HOAs in the San Fernando Valley generally raised concerns about outreach and transparency, aerial guideways, and project cost and schedule. HOAs in the Santa Monica Mountains generally raised concerns about construction impacts, property acquisition, impacts to wildlife corridors, wildfire risks, outreach and transparency, project cost, and geological hazards. HOAs and community councils in the Westside generally stressed the importance of providing connections to UCLA and Westwood Village, and they raised concerns about potential neighborhood impacts, geological hazards, wildfire risks, property acquisition, conservation of ecosystems and wildlife, and construction impacts. They also expressed concerns about connectivity of the alternatives to the larger Metro rail system and their operations and capacity.

6.2 Delimiting and Coding of Public Comments

Many submissions received from the public and stakeholders discussed more than one topic. For example, a commenter may have stated one opinion about the alignments of the alternatives and another opinion about a potential environmental impact. For the purposes of analyzing public comments, this commenter's submission was "delimited" into two distinct comments, one about alignment and one about the potential impact. In this way, the 3,099 submissions from the public were delimited into 16,841 distinct comments.

Each of the 16,841 comments was then assigned a code representing the topic of the comment. The categories used in the coding process included a wide range of topics related to the Project's objectives, the process used to select alternatives, alignments and other features of the alternatives, environmental concerns, and support for or opposition to a particular mode or alternative. A list and description of the categories is included in Appendix R.

6.3 Summary of Public Comments

Figure 6-5 presents a proportional representation of the comments included in the public submissions. The area of each topic category represents its relative frequency within the total number of comments. Topics that were mentioned in more than 2 percent of all comments are included on the figure, with the entire figure accounting for over 95 percent of the comments received. As shown on the figure, many commenters expressed support for or opposition to specific modes or alternatives. Among comments that did not explicitly favor or oppose a mode or alternative, the connection method to UCLA was the topic mentioned most often, followed by comments about the overall project alignment, the location and design of stations, the purpose and need for the Project, and the importance of integration with the larger Metro rail system.

Figure 6-5. Frequency of Topic Occurrences

Source: HTA Partners and Arellano Associates, 2022

A3 = Support Monorail
E5 = Visual and Aesthetics Impacts
E17 = Construction Impacts
P09 = PDA-related Comments
P10 = Alternatives Selection

Figure 6-6 shows the proportion of topic categories included in comments that could be identified as coming from an EFC. Topics that were mentioned in more than 4 percent of all comments are included on the figure, with the entire figure accounting for over 91 percent of comments identified as coming from an EFC. The distribution of topics mentioned by EFC commenters is very similar to that of commenters overall.

Figure 6-6. Frequency of Topic Occurrences in EFC Submissions

Source: HTA Partners and Arellano Associates, 2022

6.3.1 Project Objectives

Many commenters expressed concerns related to Metro's objectives for the Project, particularly those related to integrating the Project with the existing Metro system, providing connectivity to important community destinations, and providing a cost-effective solution. Among commenters who expressed a desire to integrate the Project into the larger transportation system, many said the Project should incorporate seamless transfers to the Metro D Line, the Metro E Line, and the East San Fernando Valley Light Rail Transit Line. Commenters noted improved regional connectivity as the primary reason for integrating the Project into the larger transportation system.

Among commenters who expressed an interest in providing improved community connectivity, many indicated a preference for station locations serving major destinations, within densely populated communities, along major travel corridors, and in commercial areas. Commenters cited improved accessibility for community members who are most likely to use the service as a primary reason for focusing on these locations.

Some commenters suggested conducting a cost-benefit analysis of the alternatives, with some encouraging Metro to prioritize providing the best transit service possible over the cost of the Project.

6.3.2 Project Alignment and Design

Among commenters who discussed the Project's alignment and design, a considerable number of submissions stressed the importance of a station on the UCLA campus. In fact, the desire for an on-campus UCLA station was the single most common comment, and it was included in 35 percent of submissions. Many commenters stated a preference for a direct UCLA connection that does not rely on a transfer by bus or automated people mover.

Commenters also discussed advantages and disadvantages of specific station locations. Some commenters suggested the addition of a station between the Metro G Line and Ventura Boulevard, and some indicated support for a station at Ventura Boulevard. While some commenters indicated support for a station at the Getty Center, others questioned its benefits. Commenters also expressed opinions about whether the southern terminus of the Project should be on Sepulveda Boulevard or Bundy Drive, with more indicating a preference for a terminus on Sepulveda Boulevard.

Among commenters expressing a preference for alternatives of a specific mode, many more expressed support for heavy rail alternatives than for monorail alternatives. Reasons provided by commenters in support of heavy rail alternatives included better transfer options to existing and future Metro rail lines, faster travel times, and Metro's experience in building and maintaining similar transportation systems. Many commenters stated a preference for the fully underground heavy rail alternatives for operational efficiency, and some commenters specifically indicated a preference for automated heavy rail. Reasons provided by commenters in support of monorail alternatives included the expectation that they would be lower cost than heavy rail alternatives and would have higher visibility because they are above ground.

Among commenters expressing opposition to alternatives of a specific mode, many more expressed opposition to monorail alternatives than to heavy rail alternatives. Reasons provided by commenters in opposition to monorail alternatives included concerns about stations near the freeway[4], seismic

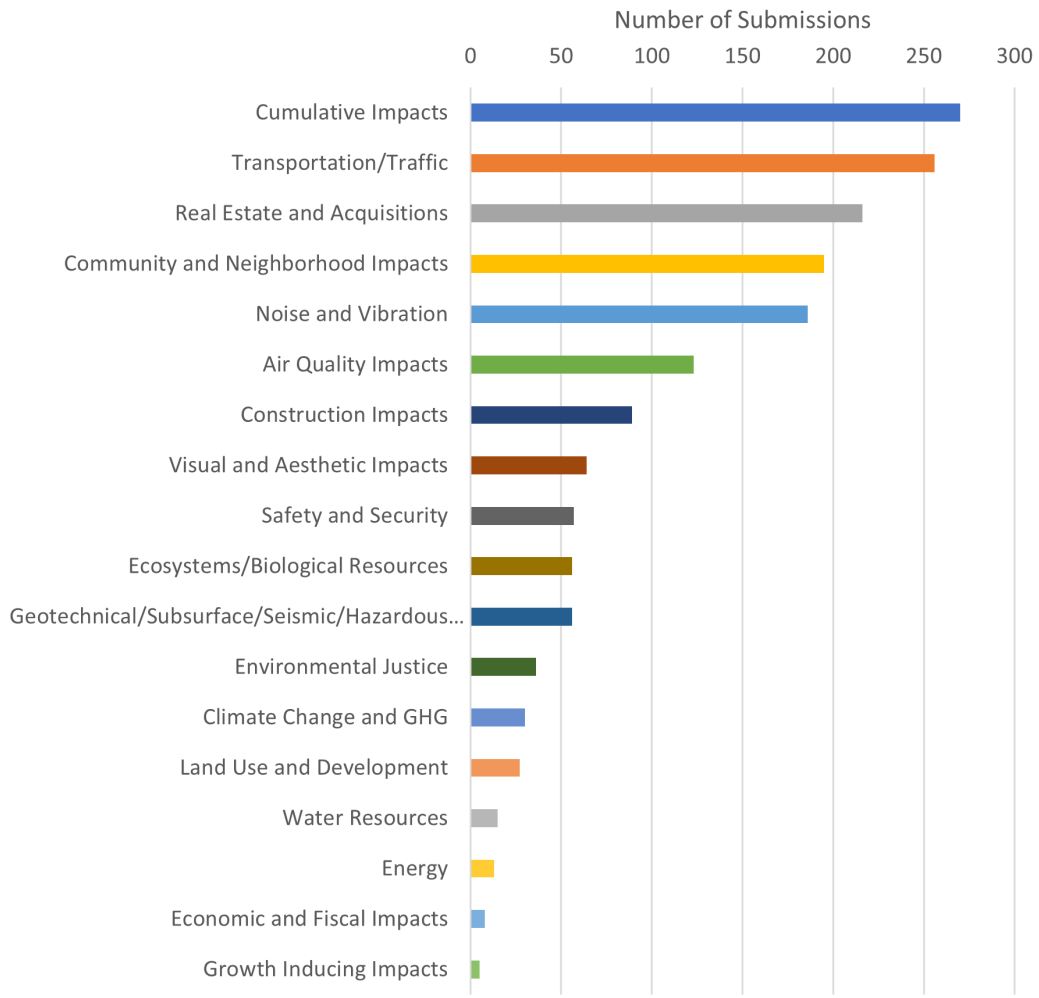
[4] Although the Project NOP indicated that the monorail alternatives' stations would be on the side of the freeway, some commenters specifically referred to stations in the freeway median.

hazards, visual impacts, and operations in the event of a mechanical failure. Some comments also indicated concerns about the perceived lower capacity of the mode[5] and the lack of similar transit systems currently in operation. Some commenters who opposed heavy rail alternatives expressed concerns about the potential environmental impacts and disruption resulting from tunneling under residential neighborhoods.

6.3.3 Environmental Impacts

As shown on Figure 6-7, the most common environmental concerns raised by commenters included cumulative impacts, transportation and traffic impacts, real estate and acquisitions, community and neighborhood impacts, and noise and vibration impacts.

Figure 6-7. Most Frequent Comments on Environmental Concerns



Source: HTA Partners and Arellano Associates, 2022

[5] The NOP included vehicle capacity and headway information for each of the alternatives that indicated that all of the alternatives would have comparable capacity.

Note: The figure indicates the number of individual submissions that include a comment about the indicated topic. Many submissions included comments about multiple topics.

Commenters who expressed concerns about cumulative impacts mentioned potential impacts of the Project in relation to potential impacts of the I-405 Sepulveda Pass ExpressLanes project in the same corridor, as well as the East San Fernando Valley Light Rail Transit Line and improvements to the Metro G Line. Some commenters stated that the environmental impacts of the Project and of the I-405 Sepulveda Pass ExpressLanes project should be evaluated together, noting that the impacts of each project could be determined to be less than significant individually, which may result in overlooking cumulative significant impacts and relevant mitigation strategies. Additionally, some commenters noted that construction and operation of an above-ground rail alignment within the San Fernando Valley would impact the same communities that are affected by the construction and operation of the East San Fernando Valley Light Rail Transit Line. Specifically, commenters were concerned with project-related noise, vibration, air quality, pedestrian safety, and community aesthetic impacts associated with the construction and operation of multiple above-ground rail lines.

Commenters who raised concerns about traffic and transportation cited the potential for increased traffic congestion, particularly during construction of above-ground alternatives. Some commenters indicated a concern for pedestrian safety associated with above-ground alignments within the Van Nuys community.

Commenters with concerns about real estate and acquisitions expressed opposition to the use of eminent domain and concern about the impact that easements required for the Project could have on the use or value of their property. Some commenters expressed concern about the effect that potential visual and noise impacts of an above-ground rail alignment could have on property values.

Commenters who expressed concerns about community and neighborhood impacts mentioned issues related to community aesthetics and cohesion. Commenters indicated concerns about infrastructure necessary to support the Project, such as ventilation shafts, access tunnels, and above-ground maintenance and power facilities. Some commenters expressed a concern that an above-ground alignment would divide the Sherman Oaks community, result in noise impacts, and harm pedestrian safety.

Most commenters concerned about noise and vibration impacts expressed concerns about potential noise and vibration impacts from the operations of above-ground alignments, although some raised concerns about vibration impacts during construction and operation of underground alignments.

Other environmental concerns raised by commenters included potential visual impacts of above-ground alternatives, seismic concerns about both above-ground and underground alternatives, wildfire risk in the Sepulveda Pass, and potential impacts to wildlife, particularly to the mountain lion population in the Santa Monica Mountains.

6.3.4 Equity Concerns

Among commenters who expressed concerns relating to equity, many focused on expanding access to the educational, employment, and medical resources of UCLA. Some commenters noted that faculty, students, staff, employees, and patients travel from throughout Los Angeles County to access these resources. Others suggested that the Project could provide UCLA community members access to housing options that are more affordable than those in the areas close to the UCLA campus.

Some commenters expressed equity concerns about proposed above-ground alignments in the San Fernando Valley, portions of which would be in EFCs. Some also expressed equity concerns about locating stations adjacent to the freeway, noting that it may be difficult for people with mobility challenges to access them and doing so could increase the exposure of transit riders to noise and vehicle emissions.

6.3.5 Project Delivery and Schedule

Among commenters who discussed the Project delivery method or schedule, many expressed a desire for the Project to be operational by the 2028 Olympics. Some commenters suggested that the scheduled Project completion date should be a significant factor used to determine the selected project alternative. Other commenters requested that Metro accelerate the extension to LAX. Reasons that commenters provided for expediting the Project schedule included alleviating regional congestion to combat emissions, providing adequate service for regional, large-scale events, and to provide access to the UCLA campus as soon as possible.

6.4 Comments From Elected Officials

One letter was received from U.S. Representative Brad Sherman. Representative Sherman asked Metro to host town hall meetings with neighborhood councils and homeowners associations. He stated that any alignment involving tunneling should prevent disturbances that could be experienced at ground level, and he suggested that Metro should not consider an alignment that would place above-ground heavy-rail along Sepulveda Boulevard. He stated that each proposed station should be justified based on ridership, specifically identifying a proposed station at the Getty Center as needing such justification.

Another letter was co-signed by Councilmembers Nury Martinez, Paul Krekorian, Nithya Raman, and Monica Rodriguez. They stated that Metro must minimize construction impacts on Van Nuys Boulevard and any other impacts that could result in disruption of service on the East San Fernando Valley Light Rail Transit Line. They stated their belief that the Project should have a station on the UCLA campus and direct transfers (via co-located stations) to the Metrolink Ventura County Line, the East San Fernando Valley Transit Line, and the Metro G (Orange), D (Purple), and E (Expo) Lines, and they requested that Metro study an additional station between the G Line and Ventura Boulevard at either Burbank or Magnolia Boulevards. They stated that Metro should incorporate public restrooms at all stations. They also stated their opposition to any alternative that includes above-ground facilities in the San Fernando Valley but not in other segments of the corridor.

The councilmembers stated that, if another rail yard is placed in the area surrounding the Amtrak/Metrolink station at Van Nuys Boulevard and Saticoy Street, Metro should mitigate environmental impacts by funding initiatives similar to LADWP's community emission-reduction grant program and creating publicly accessible park space to buffer the facility. They also stated that the Project should include active transportation connections to planned investments at the Sepulveda Basin and Los Angeles River.

The councilmembers suggested that Metro should analyze First/Last Mile options for accessing stations and prioritize station placement with better existing and potential access. They requested that Metro partner with the City of Los Angeles to pursue funding and develop and advance equitable land use planning around stations and that Metro proactively identify and evaluate potential joint development opportunities at and around future station locations. They stated their belief that Metro should plan the Project in a way that produces the greatest long-term benefits for transit riders and residents, even if it requires more upfront investment.

6.5 Agency Comments

In addition to comments submitted by the general public, 23 letters were submitted by public agencies. Summaries of agency comments are provided in the following subsections. Copies of the comments received from public agencies are included in Appendix S.

6.5.1 California Department of Fish and Wildlife

In its comment letter, the California Department of Fish and Wildlife (CDFW) recommended that Metro prepare a complete biological resources assessment and analysis of direct, indirect, and cumulative impacts on the flora and fauna within and adjacent to the Project Area. The department discouraged development in or conversion of wetlands and the use of non-native, invasive plants for landscaping and restoration. It requested consultation with Metro before and during preparation of the DEIR to resolve potential concerns regarding impacts on biological resources.

The department focused on potential impact on the mountain lion population during project construction and lifetime, including cumulative impacts. It recommended analysis of the Project's potential impacts on habitat blocks and wildlife corridors identified in the *Santa Monica Mountains Conservancy's 2020 Eastern Santa Monica Mountains Habitat Linkage Planning Map* (State of California, 2020), and it requests that the DEIR discuss the Project's potential impact on any on-going or planned habitat recovery and restoration efforts for the mountain lion. It recommended that Metro minimize the Project's potential impacts on the mountain lion through the creation of wildlife crossings that facilitate mountain lion movement and dispersal.

The department recommended that Metro analyze the Project's potential impact on open space/natural habitats; provide a stream delineation and analysis of impacts on any river, stream, or lake; evaluate the species of native and non-native fish that are present or could be present in the Eastern Santa Monica Mountains, and whether the species are sensitive, has special status under the California Endangered Species Act and/or the federal Endangered Species Act, or may meet the CEQA definition of endangered, rare, or threatened; retain a qualified biologist to conduct focused rare plant surveys to analyze the Project's impacts on rare plants.

The department recommended that the Project avoid impacts to rare plants and habitat, avoid impacts on nesting birds and raptors, and, if avoidance is not feasible, the Project should provide compensatory migration for impacts on streams and associated vegetation at no less than 2:1.

6.5.2 California Department of Transportation

In its comment letter, the Caltrans District 7 Office of Regional Planning stated that it supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. It 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 agreements, Caltrans may not be able to convey any rights in certain locations along I-405.

In a separate comment letter, the Caltrans District 7 Division of Environmental Planning stated that it is likely that each of the six alternatives would encroach upon Caltrans right-of-way where the Project crosses U.S. Highway 101, runs parallel to I-405, and terminates near Interstate 10. It reminded Metro that, as the state agency responsible for constructing, operating, and managing the state highway system, Caltrans has discretionary review and approval authority over such encroachments, and it notified Metro that it will act as a Responsible Agency in accordance with CEQA guidelines regarding any

direct or indirect environmental effects on the state highway system. The comment letter also provided sample evaluation matrices to assist Metro in the evaluation and comparison of alternatives.

6.5.3 California Highway Patrol

The California Highway Patrol (CHP) asserted that construction of Alternatives 1, 2, or 3 would create visual hazards, reduce traffic flow, and impose numerous changes to traffic patterns in the area. The CHP stated its belief that the proposed stations along the side of I-405 would aggravate the existing challenging traffic conditions along the corridor.

6.5.4 California Native American Heritage Commission

The California Native American Heritage Commission (NAHC) reminded Metro that AB 52 amended CEQA to create a separate category of cultural resource, "tribal cultural resources," and provides that a project with a significant impact on a tribal cultural resource is a project that may have a significant effect on the environment. It recommended consultation with California Native American Tribes as early as possible. NAHC recommended that Metro contact the commission for a Sacred Lands File Search and a Native American Tribal Consultation List, and that Metro contact the appropriate regional California Historical Research Information System Center for an archaeological records search. The commission also reminded Metro that a lack of surface evidence of archaeological resources does not preclude their subsurface existence.

6.5.5 California Public Utilities Commission

The California Public Utilities Commission (CPUC) noted that all six build alternatives in the NOP will be subject to several rules and regulations involving the commission, including the *California Public Utilities Code Sections 1201* et al., which requires commission authority to construct rail crossings; Sections 2111, 2112, and 99152 on rail transit safety; and the commission's rules of practice and procedure, which details the formal application process for construction or modification of public crossings. It noted that the Project must comply with commission general orders and federal regulations, including *Title 49, Code of Federal Regulations, Part 674, Rail Fixed Guideway Systems: State Safety Oversight*.

The CPUC stated that potential project impacts to the roadway network should be identified, discussed, and evaluated for necessary safety improvements and mitigations. It noted that commission authorization is required to construct grade-separated crossings above streets and intersections, and it encouraged early coordination with commission staff to provide consultation on design and engineering issues prior to filing applications seeking commission authorization.

6.5.6 City of Los Angeles Bureau of Engineering

The City of Los Angeles Bureau of Engineering (BOE) stated that it supports the Project and its goals to create new mobility options and improve quality of life consistent with the City of Los Angeles' Mobility Plan 2035. BOE asked that Metro consider potential coordination needs with other projects in the vicinity, and it provided lists of current and future BOE projects that may require coordination with each of the alternatives. BOE noted that any Project elements within the city's public right-of-way will require its review and approval.

6.5.7 City of Los Angeles Departments of City Planning and Transportation

The City of Los Angeles Department of City Planning (LACP) and Department of Transportation (LADOT) submitted a joint letter stating that Metro should evaluate whether the Project conflicts with or is inconsistent with local plans and policies and indicated their desire to work with Metro as early as

possible in the environmental review process to ensure areas of interest for the city are appropriately considered in the project design and to avoid potential conflicts with the City of Los Angeles' plans such as Mobility Plan 2035, LA's Green New Deal, Vision Zero, and other relevant city policies, plans, and projects. The departments also noted that the city is currently drafting a number of land use plans, policy documents, and zoning ordinances within the Project Study Area.

The departments suggested that, in light of recent changes to CEQA made by Senate Bill 743, Metro should review the Project to determine whether it meets the conditions necessary to conclude that it would not induce substantial vehicle travel demand or if further analysis of vehicle miles traveled (VMT) would be required. They recommended that Metro evaluate the potential increase in VMT for any alternative that would add new general purpose roadway lanes if those features were not already adequately evaluated at a programmatic level.

The departments noted that city policy requires the evaluation of potential delay if general purpose lanes would be reduced by the Project, including the development of an outreach and evaluation plan. The departments also stated that Metro should conduct a parking demand and inventory study if the Project would result in substantial parking loss. In addition, the departments stated that potential impacts of final designs should be fully analyzed by LADOT and partner agencies prior to final alignment determination.

The departments suggested that Metro should identify opportunities to implement permanent first/last mile and Mobility Plan network improvements as an integrated part of the Project, especially if reconfigurations of streets or reconstructions of the public right-of-way are required. The departments encouraged Metro to consider how different alignments, station locations, infrastructure types, and related land acquisitions may promote or hinder a safe, active, pedestrian- and transit-oriented district at each station. LADOT offered to collaborate with Metro staff to assess the benefits of the proposed alternatives using LADOT's Connectivity Platform tool.

The departments encouraged Metro to consider transit-oriented development potential when determining where to locate the maintenance and storage facility (MSF), noting that the potential MSF site identified for Alternatives 1, 2, and 3 near the G Line Sepulveda Station may create limitations on future housing and employment development or creation of a pedestrian-friendly station area with a density of active uses. The departments also noted that the site identified for Alternatives 4 and 5 is near residential land uses and encouraged Metro to consider appropriate transitional buffers and noise barriers. The department encouraged Metro to consider the land use, accessibility, and ridership tradeoffs of the site identified for Alternative 6 versus the site's transit-oriented development potential.

The departments requested that Metro be mindful of interference with wildlife movement and migration corridors and that Metro consider the impact of Project construction and operation on endangered or protected wildlife species list. The departments also noted that removal of any tree located in the public right-of-way must be coordinated with the Bureau of Public Works Streets Services Department and may trigger replacement requirements. They also reminded Metro that the Department of Recreation and Parks maintains a list of heritage trees that have historical, commemorative, or horticultural significance.

Finally, the departments stated that Metro should consider the potential future implementations of urban air mobility when evaluating any alternative with above-ground infrastructure.

6.5.8 City of Los Angeles Department of Water and Power

The City of Los Angeles Department of Water and Power (LADWP) stated that it is considering stormwater capture improvements at the Van Nuys Recreation Center and would like to be kept updated on the project alignments. To monitor the effects of the Project on local groundwater supply prior to and post construction, LADWP also recommended an assessment of groundwater for tunneled portions of the Project or for any portion of the Project where groundwater dewatering may be necessary.

6.5.9 City of San Fernando

The City of San Fernando stated that it would like to see strong connectivity to the Project for San Fernando Valley community members, especially with Phase 2 of the East San Fernando Valley Light Rail Transit Line. The city suggested that Metro examine multiple transportation mode connections that are easy to use and accessible for San Fernando residents.

6.5.10 Los Angeles Community College District

The Los Angeles Community College District (LACCD) stated that it believes that the Project must include a direct stop on the UCLA campus, a direct stop in Westwood Village with a connection to the Metro D Line, and connectivity and continuity with the communities which it serves. It stated its belief that only Alternatives 4, 5, and 6 provide a solution to the issues of traffic, pollution, and lack of connectivity plaguing those living, working, and visiting the Westside region. LACCD stated that providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region.

6.5.11 Los Angeles World Airports

Los Angeles World Airports (LAWA) stated that the agency desires a project alignment that maximizes passenger capacity with the most direct route, minimal transfers, and time certainty. The agency stated that it prefers a transit technology that provides a seamless connection to LAX.

LAWA recommended early planning of temporary traffic management measures to mitigate construction impacts along the I-405 corridor. It also noted that it supports consideration of accelerating the southern extension of the Project to LAX.

6.5.12 Metropolitan Water District

The Metropolitan Water District (MWD) noted that it owns and operates the Sepulveda Feeder and Santa Monica Feeder pipelines within the Project's proximity and stated that the district is concerned with potential impacts to its pipelines and appurtenant facilities that distribute drinking water across LA County. The district stated that it must be allowed to maintain its right-of-way and unobstructed access to its facilities, and it informed Metro that it requires design plans for any activity in the area of its facilities to be submitted for its review and written approval. MWD provided its guidelines for construction projects in the vicinity of its facilities. The district stated that it will not permit procedures that could subject pipelines to excessive vehicle, impact or vibratory loads.

The district noted that it encourages projects within the agency's service area to include water conservation measures and that it supports mitigation measures such as water efficient fixtures, drought-tolerant landscaping, and use of reclaimed water to offset any increase in water use associated with the Project.

6.5.13 Santa Monica College

Santa Monica College stated that it supports the Project and that it would like to see the Project extended to include a southern terminus station at the site of the Santa Monica Airport, which is near the college's Bundy Campus.

6.5.14 Santa Monica Mountains Conservancy

The Santa Monica Mountains Conservancy (SMMC) noted that the California Fish and Game Commission is currently reviewing a petition to list a Southern California/Central Coast Evolutionary Significant Unit of mountain lion as threatened under the California Endangered Species Act (CESA). While the petition is under review, the mountain lion population is granted protection as a threatened species under CESA.

SMMC recommended that Metro incorporate a wildlife crossing structure over I-405 and Sepulveda Boulevard into the analysis of all proposed alternatives to minimize impacts to habitat connectivity in the Santa Monica Mountains and to mitigate the existing intra-mountain range movement barriers created by I-405 and Sepulveda Boulevard. SMMC also stated that Metro must analyze how the alternatives would affect the existing wildlife freeway crossings at Skirball Center Drive, Sepulveda Boulevard, Bel Air Crest Road, and Mulholland Drive.

SMMC also recommended that Metro study a monorail alternative that results in no net expansion of the I-405 corridor, possibly including the conversion of motor vehicle lanes to public transportation, suggesting that it may be the most environmentally responsible alternative.

6.5.15 South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) recommended that Metro identify any potential air quality impacts that could occur from all phases of the proposed Project and all air pollutant sources related to the proposed Project, including from construction, operations, and indirect sources such as sources that generate or attract vehicle trips. SCAQMD recommended the use of certain resources in conducting air quality analyses, such as its CEQA Air Quality Handbook and website, its regional pollutant emissions significance thresholds and localized significance thresholds, and the California Emissions Estimator Model land use emissions software. SCAQMD recommended that Metro consult resources to identify potential mitigation measures, including its Mitigation Monitoring and Reporting Plan and the Southern California Association of Government's Mitigation Monitoring and Reporting Plan.

6.5.16 Southern California Association of Governments

The Southern California Association of Governments (SCAG) requested that Metro coordinate with SCAG on any updates that may be required to the Project scope in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). SCAG also requested that Metro consider the goals and land use and transportation strategies included in Connect SoCal goals. Finally, SCAG suggested that Metro review the Final Program Environmental Impact Report for Connect SoCal, which includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region.

6.5.17 Southern California Regional Rail Authority

The Southern California Regional Rail Authority (SCRRA), which operates Metrolink commuter rail service, stated that it supports the potential for the concepts being studied to link the Metro and Metrolink systems to major employment centers and destinations. SCRRA recommended that Metro

study all potential options for passenger transfers and parking at the Metro and Amtrak/Metrolink stations at Van Nuys Boulevard and Saticoy Street and the potential impacts on traffic circulation. SCRRA requested that Metro evaluate the alignments and design of the alternatives, including the location and design of the MSF for Alternatives 4, 5, and 6, to determine how to minimize interference with Metrolink's operations and constraints on future Metrolink Ventura County Line track expansion.

6.5.18 University of California, Los Angeles

The University of California, Los Angeles (UCLA) stated that it supports smart construction of the Project to better connect the Westside and the San Fernando Valley as well as other Metro lines. The University believes that the Project must include a station on the UCLA campus and a seamless connection to the Metro D Line Westwood/UCLA Station. The University stated that it opposes Alternative 1 because the use of a surface street shuttle bus to arrive at UCLA would substantially increase travel time, and it opposes Alternative 2 because the use of an above-ground people mover would increase travel time and improperly assumes the use of UCLA property and access to federal land on the south side of Wilshire Boulevard. UCLA stated that it has concerns about Alternative 3 and would oppose it unless it is significantly amended so that the route runs underground all the way from the Getty Center through UCLA and back to I-405 and provides a direct connection to the Metro D Line Westwood/UCLA Station.

UCLA stated that it believes that Alternatives 4, 5, and 6 would have the greatest potential to attract riders from automobiles by connecting riders seamlessly to other Metro lines and providing easier and faster access to UCLA and that it believes Alternatives 5 and 6 would especially minimize impacts on the communities through which they run.

UCLA requested that Metro analyze transit equity for each alternative, consider how the alternatives would impact various neighborhoods, analyze ridership estimates and travel time differences among the alternatives, study the comprehensive cost of providing mobility from the San Fernando Valley to UCLA (including any bus shuttle operation that may be assumed to be provided by UCLA), provide a transparent methodology for the calculation of greenhouse gas (GHG) emission reductions, and incorporate a calculation of transportation insecurity into any benefit-cost analysis to account for social exclusion risk factors that disenable travel by low-income individuals. The university also requested that the Project not be studied as a stand-alone investment since interconnectivity to existing transit assets would ensure maximum return on investment.

6.5.19 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) noted that any alignment that intersects with property owned by USACE or that has the potential to affect a USACE facility would require the agency's permission. USACE identified the Sepulveda Dam, the Los Angeles River, and the Sepulveda Channel Crossing as such facilities. USACE noted that the Los Angeles River Flood Control Channel is eligible for listing on the National Register of Historic Places and recommended that Metro evaluate the historical significance of these facilities and how the Project might alter their characteristics.

USACE encouraged Metro to engage in early coordination with the agency to evaluate the Project's potential effects to water resources so that the agency can help identify ways to avoid and minimize impacts to the waters of the United States. USACE also requested that the agency be invited as a cooperating agency for future federal action and be given the opportunity to review pertinent biological and cultural resources documents.

6.5.20 U.S. Department of Veterans Affairs

In its comment letter, the U.S. Department of Veterans Affairs (VA) requested that Metro coordinate with the VA to minimize and mitigate potential adverse impacts to VA facilities, operations, and services, including impacts during construction. The VA also expressed interest in potential beneficial impacts from improved access to its facilities. The department identified the West Los Angeles VA Medical Center, the Sepulveda VA Medical Center, Los Angeles National Cemetery, and the VA Los Angeles Regional Office as VA facilities in or near the Project Study Area.

6.5.21 U.S. Environmental Protection Agency

In its comment letter, the U.S. Environmental Protection Agency (EPA) recommended integrating NEPA considerations with the CEQA analysis and encouraged Metro to consider pursuing synchronized CEQA and NEPA processes. It suggested that, if a joint CEQA/NEPA document cannot be prepared that Metro and FTA should initiate a Planning and Environmental Linkages process to facilitate the integration of materials developed for the DEIR into the subsequent NEPA analyses.

EPA also encouraged Metro to consider how the alternatives under consideration by the I-405 Sepulveda Pass ExpressLanes project may affect the alternatives being considered for the Sepulveda Transit Corridor. In addition, EPA recommended that Metro analyze multiple locations for maintenance and storage facilities and incorporate community feedback prior to selecting a location.

EPA stated that the analysis of GHG emissions should capture the full costs of such emission, including global impacts. The agency recommended that Metro work with SCAQMD to identify mitigation measures to be implemented as part of the construction emissions mitigation plan developed for the Project, including those to meet the objectives of Metro's 2011 Green Construction Plan and any other clean technology commitments and best practices adopted by Metro.

EPA recommended that Metro use screening tools, such as EJSCREEN and CalEnviroScreen, to determine whether the Project may disproportionately impact low income or minority populations or other communities with environmental justice concerns and discuss appropriate mitigation measures for any disproportionate impacts. EPA also encouraged Metro to consider impacts to biological species (including habitat connectivity), groundwater, and waters of the United States and to identify measures that could mitigate any identified impacts.

Finally, EPA recommended that Metro analyze the relationship of the Project to emergency evacuation plans for the community that resides near or uses I-405 and how transit operation might be modified during an emergency evacuation.

6.5.22 Westside Cities Council of Governments

The Westside Cities Council of Governments stated that it supports an alignment with a station on the UCLA campus and that facilitates a seamless connection to the Metro D Line.

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Appendix A. Notice of Preparation

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: November 30, 2021

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE: Sepulveda Transit Corridor Project

FROM: Los Angeles County Metropolitan Transportation Authority

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Sepulveda Transit Corridor Project (Proposed Project) would construct and provide a high-capacity fixed guideway transit option between the San Fernando Valley and the Westside of Los Angeles. The Proposed Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak station and a southern terminus with a connection to the Metro E Line (Expo). In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Proposed Project is anticipated to improve access to major employment, educational and cultural centers in the greater Los Angeles area. **Figure 1** shows the proposed Study Area.

PROJECT INITIATION: Metro has initiated a Draft Environmental Impact Report (EIR) for the Proposed Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the EIR. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of the Notice of Preparation (NOP) is to notify interested agencies, organizations and individuals that Metro plans to prepare a Draft EIR, invite public participation in the EIR scoping process and announce the public scoping meetings.

Note: The Study Area includes all census tracts within one mile of the alternatives

Figure 1: Proposed Study Area

PROJECT OBJECTIVES: Consistent with Metro's 2020 Long Range Transportation Plan, which states that "Metro has the unique opportunity and responsibility to evolve the LA County transportation system to better serve its residents and visitors, and to maximize economic, mobility, safety, environmental and quality of life benefits," Metro has established the six goals and seventeen objectives for the Sepulveda Transit Corridor Project listed in Table 1.

Table 1. Sepulveda Transit Corridor Goals and Objectives

Improve Mobility

- Increase transit frequency and decrease travel time
- Increase transit ridership
- Prioritize connections to high-traffic points of interest
- Promote efficiency of transfer experience to fixed and non-fixed guideway systems
- Support non-automobile First/Last Mile connections

Improve Accessibility and Promote Equity

- Improve access for Equity Focus Communities[1]
- Target infrastructure and service investments towards those with the greatest mobility needs

Support Community and Economic Development

- Increase opportunity for economic growth around stations
- Minimize physical barriers to communities created by the Project
- Prioritize station placement and design that is consistent with community context

Protect Environmental Resources and Support a Sustainable Transportation System

- Reduce vehicle miles traveled
- Reduce greenhouse gas emissions
- Reduce air pollutant emissions
- Minimize impacts to environmental resources

Provide a Cost-Effective Solution and Minimize Risk

- Maximize benefits to the public relative to cost
- Maximize potential eligibility for state and federal funding opportunities

Enhance Resiliency

- Provide resilience to natural disasters and climate change

[1] Communities in which more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle

PROJECT DESCRIPTION: The Proposed Project would construct a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review of six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple) and E Line. The alternatives may be modified as a result of comments received or technical analysis conducted during the preparation of the Draft EIR, including public comments received during scoping. The Draft EIR will also include consideration of a "No Build" alternative that does not include the construction of a fixed guideway line. **Figure 2** shows the general alignments of the proposed alternatives.

- **Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA**

  Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

  At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

- **Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA**

  Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

  South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1.0-mile aerial guideway located primarily along Gayley Avenue to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

- **Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl**

  Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

- **Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley**

  Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

  Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley**

  Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal

south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr**

  Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

  The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E

Metro Busway & Stations
G

Metro Purple (D Line) Extension Transit Project (Under Construction)
D

East San Fernando Valley Light Rail Transit Line (Pre-construction)

Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

Figure 2: General Alignments of Proposed Alternatives

POTENTIAL ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines. Key CEQA environmental factors to be addressed are shown below. Mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR, as feasible.

- Transportation
- Land Use and Development
- Real Estate and Acquisition
- Community and Neighborhood
- Visual Quality and Aesthetics
- Air Quality
- Greenhouse Gas Emissions
- Noise and Vibration
- Ecosystems and Biological Resources
- Agricultural Resources
- Wildfire
- Mineral Resources
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- Water Resources
- Energy
- Historic, Archeological, and Paleontological Resources
- Tribal Cultural Resources
- Parklands and Community Facilities
- Safety and Security
- Utilities and Service Systems

SCOPING MEETINGS: Metro will conduct virtual scoping meetings to notify interested agencies, organizations, and individuals that Metro plans to prepare a Draft EIR, invite public participation in the EIR scoping process, and solicit feedback related to the contents of the Draft EIR and impact issues of concern to communities and stakeholders (public and private). Three public scoping meetings may be accessed as follows:

Date:	December 7, 2021
Time:	11:30am – 1:30pm
Webinar ID:	919 0173 3110
Passcode:	819995
Webinar link:	https://bit.ly/SepulvedaDec7
Call in:	669.900.6833

Date:	January 11, 2022
Time:	6:00pm – 8:00pm
Webinar ID:	964 8792 4301
Passcode:	550195
Webinar link:	https://bit.ly/SepulvedaJan11
Call in:	669.900.6833

Date:	January 22, 2022
Time:	10:00am – noon
Webinar ID:	999 3010 8496
Passcode:	270559
Webinar link:	https://bit.ly/SepulvedaJan22
Call in:	669.900.6833

An agency scoping meeting will also be held:

Date:	December 6, 2021
Time:	10:00am – noon

All Metro meetings support needs associated with the Americans with Disability Act (ADA). ADA accommodations and real-time translations are available by calling 213.922.7375 at least 72 hours in advance of the meeting. Spanish translation will be provided at all public scoping meetings.

The link to the virtual public scoping meetings, as well as further information, can be found on the project website at https://www.metro.net/projects/sepulvedacorridor.

HOW TO SUBMIT PUBLIC COMMENTS: Scoping comments can be submitted via regular mail, email, online via comment form, or by phone. Mail comments to Peter Carter, Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012. Email comments to sepulvedatransit@metro.net. Submit comments online at www.metro.net/sepulvedacorridor. Submit comments via phone at 213.922.7375. Scoping comments must be submitted by February 11, 2022.

Appendix B. List of Agencies Notified

Table B-1. Federal Agencies Sent the Notice of Preparation

Agency	Representative
Advisory Council on Historic Preservation	Reid Nelson
Department of Housing and Urban Development	Bonnie J. Hulkower
Federal Emergency Management Agency (FEMA)	Brandi Richard
Federal Highway Administration (FHWA)	Shawn Oliver
Federal Railroad Administration (FRA)	OfficeofRPD@dot.gov
Federal Transit Administration (FTA)	Charlene Lee Lorenzo, Mary Nguyen, Luis Lopez
General Services Administration (11000 Wilshire Federal Building including FBI LA Office, Veterans Affairs Regional Benefits Office, and the LA Passport Agency)	Nate Mobasseri
Santa Monica Mountains National Recreation Area (National Park Service)	David Szymanski
U.S. Army Corps of Engineers	David Van Dorpe, Stephen Estes, Susan A. Meyer Gayagas, Marvin Mai, Veronica Li, Rafiquel Talukder
U.S. Department of Energy Western Area Power Administration (WAPA)	Jack Murray, Teresa Waugh, Sean Berry
U.S. Department of the Interior, Bureau of Land Management	Andrew Archuleta
U.S. Department of Veterans Affairs (VA)	Jennifer Worley, Robert McKenrick, Glenn Elliott, Christine M. Modovsky, Jamie Cannon, Kristin Grotecloss
U.S. Environmental Protection Agency (EPA)	Connell Dunning, Francisco Donez, Zac Appleton
U.S. Fish and Wildlife Service (USFWS)	John Garn, Sally Brown, Carol Roberts

Source: HTA Partners, 2022

Table B-2. State Agencies Sent the NOP

Agency	Representative
California Air Resources Board	Shirin Barfjani
California Coastal Commission	Amber Dobson
California Department of Conservation Division of Land Resource Protection	Kathryn Lyddan
California Department of Fish and Wildlife	Charlton H. Bonham, Ed Pert
California Department of Forestry and Fire Protection (CalFire)	Matthew Reischman
California Department of Natural Resources Agency	John Laird
California Department of Parks and Recreation	Jay Chamberlin
California Energy Resources, Conservation and Development Commission	Drew Bohan
California Highway Patrol	Mark Garrett
California Native American Heritage Commission	Laura Miranda, Reginald Pagaling, Russell Attebery, William (Bill) Mungary, nahc@nahc.ca.gov
California Office of Emergency Services	Mark Ghilarducci
California Office of Historic Preservation	Lucinda Woodward
California Public Utilities Commission	Rachel Peterson, Terrie Prosper
California Regional Water Quality Control Board	Russ Colby
California State Lands Commission	Kenneth Foster
California State Mining and Geology Board	Jeffrey Schmidt
California State Water Resources Control Board	Eileen Sobeck, Beba Maletic, Jonathan Bishop
California Transportation Commission	Jose Oseguera
California Wildlife Conservation Board	Elizabeth Hubert, Mary Ahern
Caltrans	Anna Johnson, Maurice Eaton, Miya Edmonson, Paul Albert Marquez, Ronald Kosinki, James Shankel, Carlo Ramirez
Santa Monica Mountains Conservancy	Paul Edelman
University of California Los Angeles (UCLA)	David Karwaski, Michael Beck, Michael Fuentes, Renee Fortier

Source: HTA Partners, 2022

Table B-3. Local Agencies Sent the NOP

Agency	Representative
Antelope Valley Transit Authority	Kelly Miller, Norm Hickling
City of Beverly Hills	George Chavez, Ryan Gohlich, Shana Epstein, Martha Eros
City of Culver City	Diana Chang, Ryan Hund
City of El Segundo	Chris Pimentel, Eduardo Schonborn
City of Los Angeles	Mike Feuer, Rich Llewellyn, Haydee Urita-Lopez, Laurence Hsu
City of Los Angeles Bureau of Engineering (LABOE)	Gary Lee Moore, Ted Allen, Mohammad Firouzbakht
City of Los Angeles Bureau of Sanitation (LASAN)	Ali Poosti, Christopher Demonburn
City of Los Angeles Bureau of Street Lighting (LABSL)	Miguel Sangalang, Silva Batikian
City of Los Angeles Bureau of Street Services (LABSS)	Chang Lin, Hugh Lee, Keith Mozee, Nazario Sauceda
City of Los Angeles Department of Building and Safety (LADBS)	Catherine Gaba
City of Los Angeles Department of City Planning (LADCP)	Chet Edelman, Christine Saponara, Craig Weber, Erika Cui, Kara McNaughton, Kevin Keller, Shana Bonstin, Sheila Ahoraian, Tal Harari, Isaiah Ross, Lisa Webber, Andy Rodriquez, David Olivo, Kora McNaughton, Lynell Washington, Vincent P. Bertoni
City of Los Angeles Department of Cultural Affairs	Danielle Brazell
City of Los Angeles Department of Public Works	Allen Wang, Fernando Campos, Kevin James
City of Los Angeles Department of Recreation and Parks	Michael Shull, Rose Watson, rap.publicinfo@lacity.org
City of Los Angeles Department of Transportation (LADOT)	ladot@lacity.org, Brandon Wilson, David Somers, Eddie Guerrero, Jesus Serrano, Kevin Golden, Robert Sanchez, Seleta Reynolds, Shirley Zamora Velasquez, Tim Fremaux, Tomas Carranza, Vicente Cordero
City of Los Angeles Department of Water and Power (LADWP)	Ben Wong, Sabrina Y. Tsui, Elena Sy Su, Christopher Repp, Kevin Stewart
City of Los Angeles Economic & Workforce Development Department	Frederick Jackson Sainz
City of Los Angeles Fire Department	Ralph M. Terrazas
City of Los Angeles Fire Department (LAFD)/Fire Prevention Bureau	Jeremy Oberstein, Christopher Concepcion
City of Los Angeles General Services Department (GSD)	Dave Roberts, Kenneth Stanberry
City of Los Angeles Office of Historic Resources	Ken Bernstein
City of Los Angeles Police Department (LAPD)	Blake Chow
City of Santa Clarita	Masis Hagobian, Nicholas Echeverri, Adrian

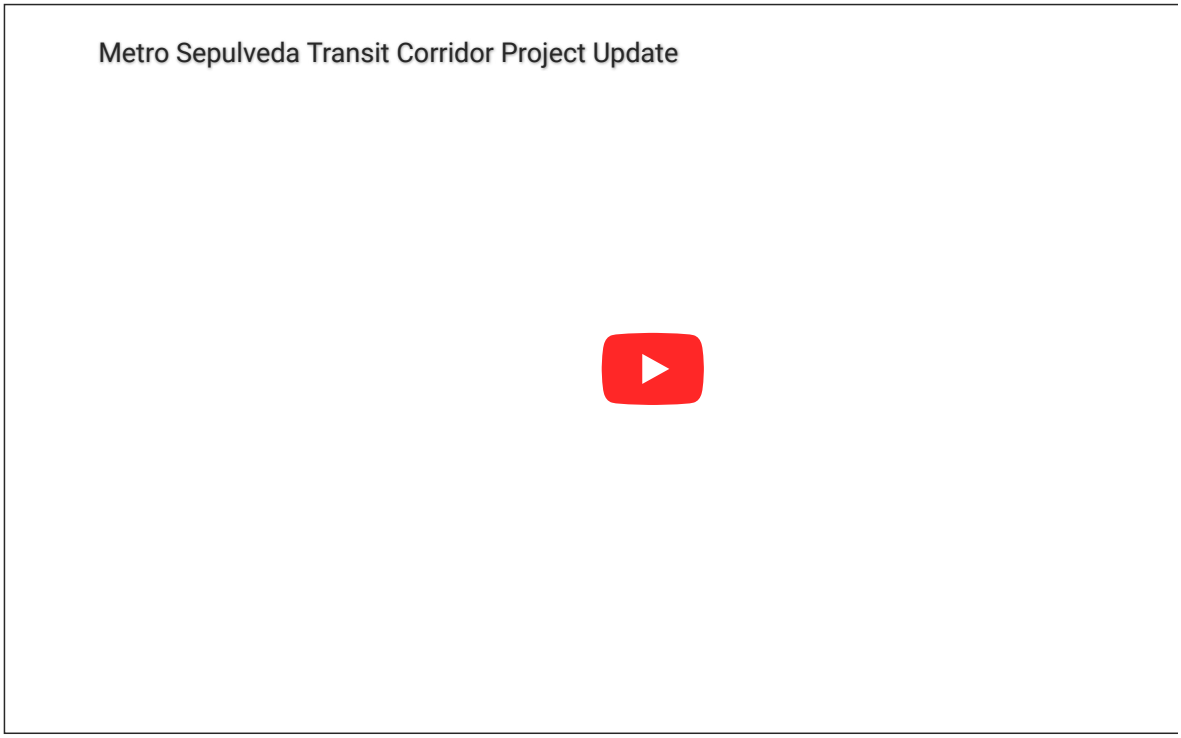
Agency	Representative
	Aguilar
City of Santa Monica	Jason Kligier, Sandra Santiago, Edward F. King, Francie Stefan, Tim McCormick
City of West Hollywood	David Fenn
County of Los Angeles	Gary Geto, Kristen Torres Pawling
County of Los Angeles - County Clerk	Dean Logan
County of Los Angeles Department Health Services	Christina Ghaly
County of Los Angeles Department of Parks and Recreation	Alina Bokde, Norma Garcia
County of Los Angeles Department of Public Health	Maria Bustamante, Will Nicholas, Alexis Lantz, Jean Armbruster
County of Los Angeles Department of Public Works	Angela George-Moody, Araceli Ortega, Larry Halweg, Lisa Chen, Mark Pestrella, Rossana D'Antonio, Aracely Lasso, John Burton
County of Los Angeles Department of Regional Planning	Amy Bodek, Dennis Slavin, James Hartl
County of Los Angeles Development Authority	Emilio Salas
County of Los Angeles Economic Development Corporation	William Allen
County of Los Angeles Flood Control District	Jemellee Cruz
County of Los Angeles Sanitation Districts	Raymond Tremblay
County of Los Angeles Sheriff's Department	Alex Villanueva
Los Angeles Regional Water Quality Control Board	Lawrence Yee, Renee Purdy
Metropolitan Water District (MWD)	Ken Chung, Mannu Singh, Jolene Ditmar
San Fernando Valley Council of Governments	John Bwarie
South Bay Cities Council of Governments (SBCCOG)	Jacki Bacharach, Kim Fuentes, David Leger, Amina Yunoos Karwa
South Coast Air Quality Management District (SCAQMD)	Lijin Sun, J.D., Michael Krause, Sarah Rees
Southern California Association of Governments (SCAG)	Kome Ajise, Matthew Horten, Philip Law, Rex Richardson, Sarah Patterson, Guoxiong Huang, Ping Chang, Art Yoon
Southern California Edison	Larry Chung, Andrew Baldonado
Southern California Gas Company	Frank Lopez
Southern California Regional Rail Authority (Metrolink)	Roderick Diaz
Westside Cities Council of Governments (WCCOG)	Cecilia Estolano, Riley O'Brien, Winnie Fong

Source: HTA Partners, 2022

Appendix C. Blog Posts

Public comment period begins today for Sepulveda Transit Corridor environmental study; here are the six alternatives

BY STEVE HYMON , NOVEMBER 30, 2021



Metro is beginning the environmental review (https://drive.google.com/file/d/1hiFlKpLZMFpLqChTx6YTE75Nja96xO51/view) phase for the Sepulveda Transit Corridor project (https://www.metro.net/projects/sepulvedacorridor/), which will build a heavy rail line or monorail between the San Fernando Valley and the Westside. A second phase will eventually be built to LAX.

As part of the environmental review, a formal public comment period will begin today, November 30, and will run through February 11, 2022. Metro encourages the public to submit comments on the project during this time — including any thoughts on the six alternatives under study (see below) and issues that Metro should consider during the environmental review.

An online presentation on the project is here (https://storymaps.arcgis.com/stories/642fc3ce99c2418bbaeff9bf3bfe3804).

Here's how to submit comments:

Online Comment Form: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)
By mail: Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012
By email: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)
By phone: 213.922.7375

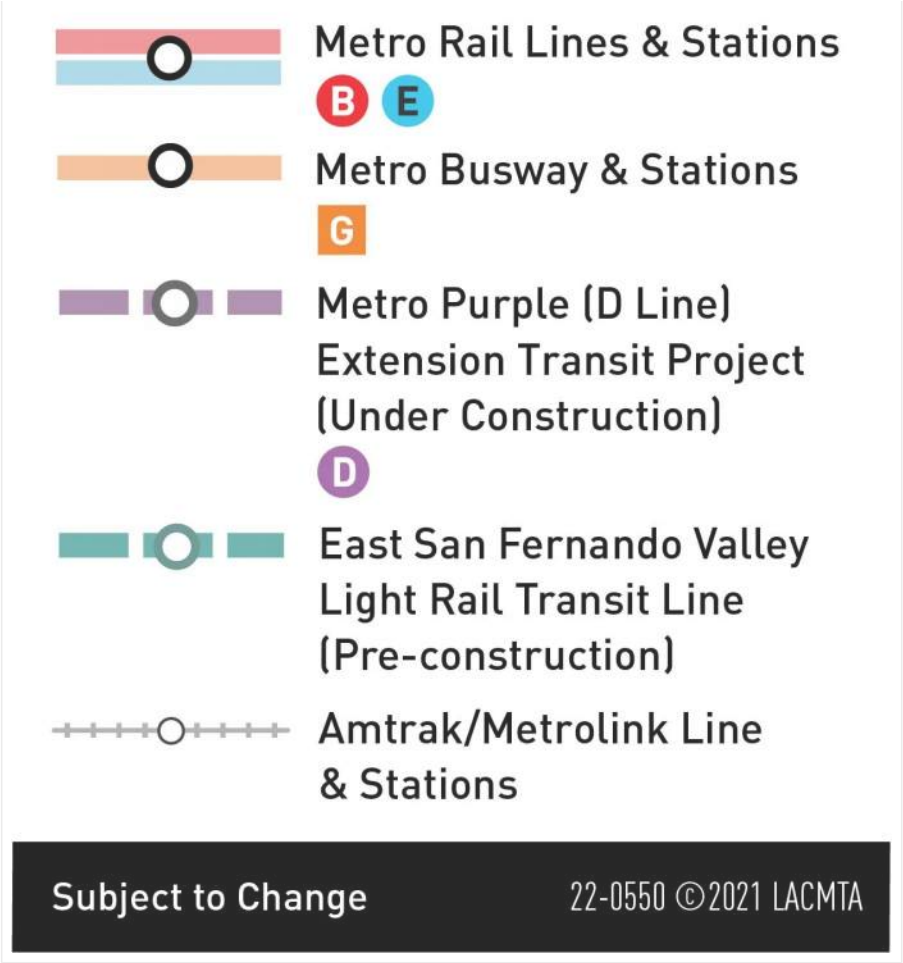
Metro will also be holding three virtual meetings in the coming weeks. Each meeting will feature the same information.

Tuesday, December 7, 11:30 a.m. to 1:30 p.m.
Registration: https://zoom.us/webinar/register/WN_k9DENFCNQq-CLFneINXb_g (https://zoom.us/webinar/register/WN_k9DENFCNQq-CLFneINXb_g)

Tuesday, January 11, 2022, 6 p.m. to 8 p.m.
Registration: https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg (https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg)

Saturday, January 22, 2022, 10 a.m. to Noon
Registration: https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA (https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA)

Planning on the project so far has resulted in six alternatives to be studied. Below are the details on each along with a legend that explains the lines on each map:



(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Legend.jpg?ssl=1)

Alternative 1: Automated monorail that would be entirely aerial along the 405 corridor and the Metrolink Ventura County Line railroad tracks with an electric bus shuttle to UCLA.

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative1-scaled.jpg?ssl=1)

Southern terminus: E Line's Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: every two minutes during peak periods.

Train length/capacity: two to eight cars with an expected six cars during peak periods. Each car could carry up to 76 to 79 passengers

Route notes: 15.3 miles along the 405 corridor and Metrolink's Ventura County Line tracks.

Stations: Eight aerial stations — near the E Line's Exposition/Sepulveda Station, Santa Monica Blvd, Wilshire Blvd (transfer to the D Line subway), Getty Center, US-101, G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station.

Connection to UCLA. At Wilshire Blvd, an aerial station would be located on the west side of the 405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line's Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Blvd/Veteran Avenue and Westwood Blvd/Le Conte Ave. The electric bus shuttle would operate at the same frequency as the monorail.

Maintenance and storage facilities: A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained at the existing UCLA BruinBus facility on Veteran north of Kinross Avenue.

Alternative 2: Automated monorail with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA.

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative2-scaled.jpg?ssl=1)

Southern terminus: E Line Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: Every two minutes during peak periods.

Train length/capacity: Two to eight cars with six cars in peak periods. Each car could carry up to 76 to 79 passengers.

Route: about 15.8 miles along the 405 corridor— and the Metrolink Ventura County Line tracks.

Stations: Eight aerial stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (transfer to the D Line subway), the Getty Center, US-101, Metro G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station.

Connection to UCLA: A pedestrian bridge would run from the monorail station on the south side of Wilshire to an aerial Automated People Mover (APM) station on the north side of Wilshire. The APM would travel on a structure primarily along Gayley Avenue to an aerial station near the west end of Bruin Walk on the UCLA campus. The people mover would operate at the same frequency as the monorail.

Maintenance and storage facilities: The facility for monorail vehicles would be located above the existing parking lot at the G Line Sepulveda Station. The facility for people mover vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

Alternative 3: Automated monorail with aerial segment along the 405 corridor, an underground segment between Wilshire and Getty Center, then entirely aerial along the 405 and Van Nuys Metrolink Line railroad tracks.

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative3-scaled.jpg?ssl=1)

Southern terminus: E Line Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: Every two minutes during peak periods.

Train length/capacity: would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers.

Route: About 16.2 miles that would run along the 405 south of Wilshire, including a 3.3-mile underground segment to serve UCLA, then back to an aerial structure along the 405 with an aerial segment along the Metrolink Ventura County Line tracks.

Stations: Eight aerial stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), the Getty Center, US-101, the G Line's Sepulveda Station, Sherman Way

and the Van Nuys Metrolink Station. An underground station would be at UCLA's Gateway Plaza.

Connection to UCLA: underground monorail station on campus.

Maintenance and storage facility: located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground segment south of Ventura Blvd and aerial alignment generally along Sepulveda Blvd in the San Fernando Valley.

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative4-scaled.jpg?ssl=1)

Southern terminus: E Line Expo/Sepulveda Station

Northern terminus: Van Nuys Metrolink Station

Train length/capacity: three cars with each car carrying up to 170 people. Trains could be expanded to four cars.

Frequency: 2.5 minutes in peak periods.

Route: About 14 miles. The line would be underground between the E Line and a portal south of Ventura Blvd in the San Fernando Valley. North of Ventura Blvd, the route would generally be located on an aerial structure above Sepulveda Blvd and the Metrolink Ventura County Line railroad tracks.

Stations: Four underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line) and UCLA's Gateway Plaza, and four aerial stations at Ventura Blvd, the G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station.

Connection to UCLA: an underground rail station would be on campus at Gateway Plaza.

Maintenance and storage facility: located west of Woodman Avenue and south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground segment along Sepulveda Boulevard and an aerial stretch along the Metrolink Ventura County Line tracks in the San Fernando Valley.

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative5-scaled.jpg?ssl=1)

Southern terminus: Metro E Line Expo/Sepulveda Station

Northern terminus: Van Nuys Metrolink Station

Train length/capacity: three cars with each car having a capacity of 170 people. Trains could be expanded to four cars.

Frequency: Planned peak hour frequencies of 2.5 minutes.

Route: About 14 miles and similar to Alternative 4 except the alignment along Sepulveda Blvd is also underground, and only aerial segment is along the Metrolink Ventura County Line railroad tracks.

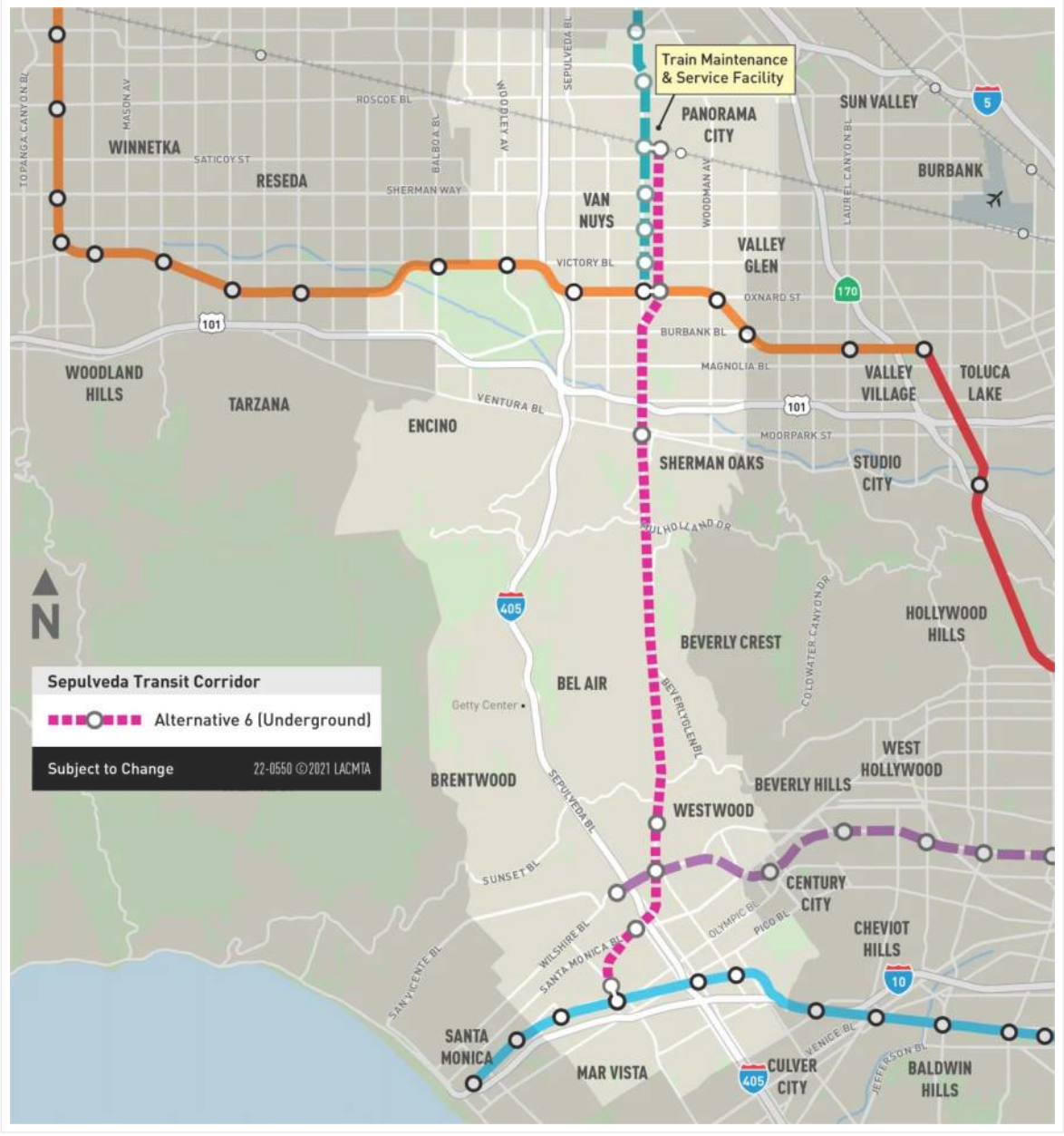
Stations: Seven underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, the G

Line's Sepulveda Station and Sherman Way. One aerial station would be at the Van Nuys Metrolink Station.

Connection to UCLA: underground rail station on campus at Gateway Plaza.

Maintenance and storage facility: located west of Woodman Avenue and south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside.



(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative6-scaled.jpg?ssl=1)

Southern terminus: E Line Expo/Bundy Station.

Northern terminus: Van Nuys Metrolink Station.

frequency. Planned peak hour frequencies of four minutes.

Train length capacity/length: would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers.

Route: about 14.6 miles with the segment on the Westside running generally northeast between the E Line Expo/Bundy Station and the UCLA campus. The segment in the San Fernando Valley would follow Van Nuys Blvd.

Stations: Seven underground stations at Olympic Bl (Metro E Line), Santa Monica Blvd (West LA Civic Center), Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, the G Line's Van Nuys Station and the Van Nuys Metrolink Station.

Connection to UCLA: an underground rail station on campus at Gateway Plaza.

Maintenance/storage facility: located east of Van Nuys Blvd and north of the Van Nuys Metrolink Station.

In March, the Metro Board awarded contracts to a two teams to do pre-development (PDA) work (https://thesource.metro.net/2021/03/25/contracts-for-pre-development-on-sepulveda-transit-project-approved-by-metro-board/) on two different potential types of transit the project. LA SkyRail Express is developing the proposed monorail alternatives 1 through 3 listed above while Sepulveda Transit Corridor Partners (STCP) is developing alternatives 4 and 5.

Metro's Office of Extraordinary Innovation and other agency departments developed the PDA approach that is engaging two firms to develop multiple transit solutions for a complex and congested corridor. The PDA allows Metro to explore the possibility of the private sector investing in the project and taking responsibility for its success – while possibly lowering its cost and helping deliver a better overall project.

We also know that many of your have questions about other aspects of the project, including costs, property acquisitions and when key decisions will be made by the Metro Board of Directors. Please see this extensive Frequently Asked Questions.

The project is funded in part by Measure M, the transportation sales tax approved by 71 percent of L.A. County voters in 2016. The Measure M funding plan includes $5.7 billion for the Valley-Westside segment and $3.8 billion for the Westside-LAX segment.

Metro's funding plans include assumptions of federal, state, and local revenue — including discretionary grants that Metro must secure through a competitive process. The $1-trillion Infrastructure Jobs and Investment Act signed by President Biden earlier this month could potentially supply funds for this project, as could the $2.2-trillion Build Back Better bill that was approved by the House of Representatives in November and is now before the U.S. Senate.

CATEGORIES: Policy & Funding (https://thesource.metro.net/category/policy_funding/), Projects (https://thesource.metro.net/category/projects/)

TAGGED AS: alternatives (https://thesource.metro.net/tag/alternatives/), Bechtel (https://thesource.metro.net/tag/bechtel/), Build Back Better bill (https://thesource.metro.net/tag/build-back-better-bill/), D Line (https://thesource.metro.net/tag/d-line/), draft environmental impact

Environmental Review (https://thesource.metro.net/tag/environmental-review/), Expo Line (https://thesource.metro.net/tag/expo-line/), funding (https://thesource.metro.net/tag/funding/), heavy rail (https://thesource.metro.net/tag/heavy-rail/), infrastructure bill (https://thesource.metro.net/tag/infrastructure-bill/), Infrastructure Jobs and Investment Act (https://thesource.metro.net/tag/infrastructure-jobs-and-investment-act/), LA SkyRail Express (https://thesource.metro.net/tag/la-skyrail-express/), Measure M (https://thesource.metro.net/tag/measure-m/), Measure R (https://thesource.metro.net/tag/measure-r/), monorail (https://thesource.metro.net/tag/monorail/), OEI (https://thesource.metro.net/tag/oei/), Office of Extraordinary Innovation (https://thesource.metro.net/tag/office-of-extraordinary-innovation/), planning (https://thesource.metro.net/tag/planning/), predevelopment agreement (https://thesource.metro.net/tag/predevelopment-agreement/), public comment (https://thesource.metro.net/tag/public-comment/), public-private partnership (https://thesource.metro.net/tag/public-private-partnership/), Purple Line Extension (https://thesource.metro.net/tag/purple-line-extension/), routes (https://thesource.metro.net/tag/routes/), San Fernando Valley (https://thesource.metro.net/tag/san-fernando-valley/), scoping (https://thesource.metro.net/tag/scoping/), Sepulveda Transit Corridor (https://thesource.metro.net/tag/sepulveda-transit-corridor/), STCP (https://thesource.metro.net/tag/stcp/), subway (https://thesource.metro.net/tag/subway/), UCLA (https://thesource.metro.net/tag/ucla/), Van Nuys (https://thesource.metro.net/tag/van-nuys/), Westside (https://thesource.metro.net/tag/westside/), Westwood (https://thesource.metro.net/tag/westwood/)

El período de comentarios públicos comienza hoy para el estudio ambiental del Corredor de Transporte de Sepúlveda; aquí están las seis alternativas

BY JOSE UBALDO , NOVEMBER 30, 2021

Metro está comenzando la fase de revisión ambiental (https://drive.google.com/file/d/1hiFlKpLZMFpLqChTx6YTE75Nja96xO51/view) para el proyecto del Corredor de Transporte de Sepúlveda (https://www.metro.net/projects/sepulvedacorridor/), que construirá una línea ferroviaria pesada o monorraíl entre el Valle de San Fernando y el Westside. Eventualmente se construirá una segunda fase para LAX.

Como parte de la revisión ambiental, un período formal de comentarios públicos comenzará hoy, 30 de noviembre, y se extenderá hasta el 11 de febrero de 2022. Metro anima al público a enviar comentarios sobre el proyecto durante este tiempo, incluyendo cualquier pensamiento sobre las seis alternativas bajo estudio (ver más abajo) y temas que Metro debería considerar durante la revisión ambiental.

Una presentación en línea sobre el proyecto está aquí. (https://storymaps.arcgis.com/stories/9556d3868f1f413f98cccod9ef3f6609)

A continuación, le indicamos cómo enviar comentarios:

Formulario de comentarios en línea: https://metro.commentinput.com/?id=UKJgt (https://metro.commentinput.com/?id=UKJgt)

Por correo: Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Ángeles, CA 90012
Por correo electrónico: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)
Por teléfono: 213.922.7375

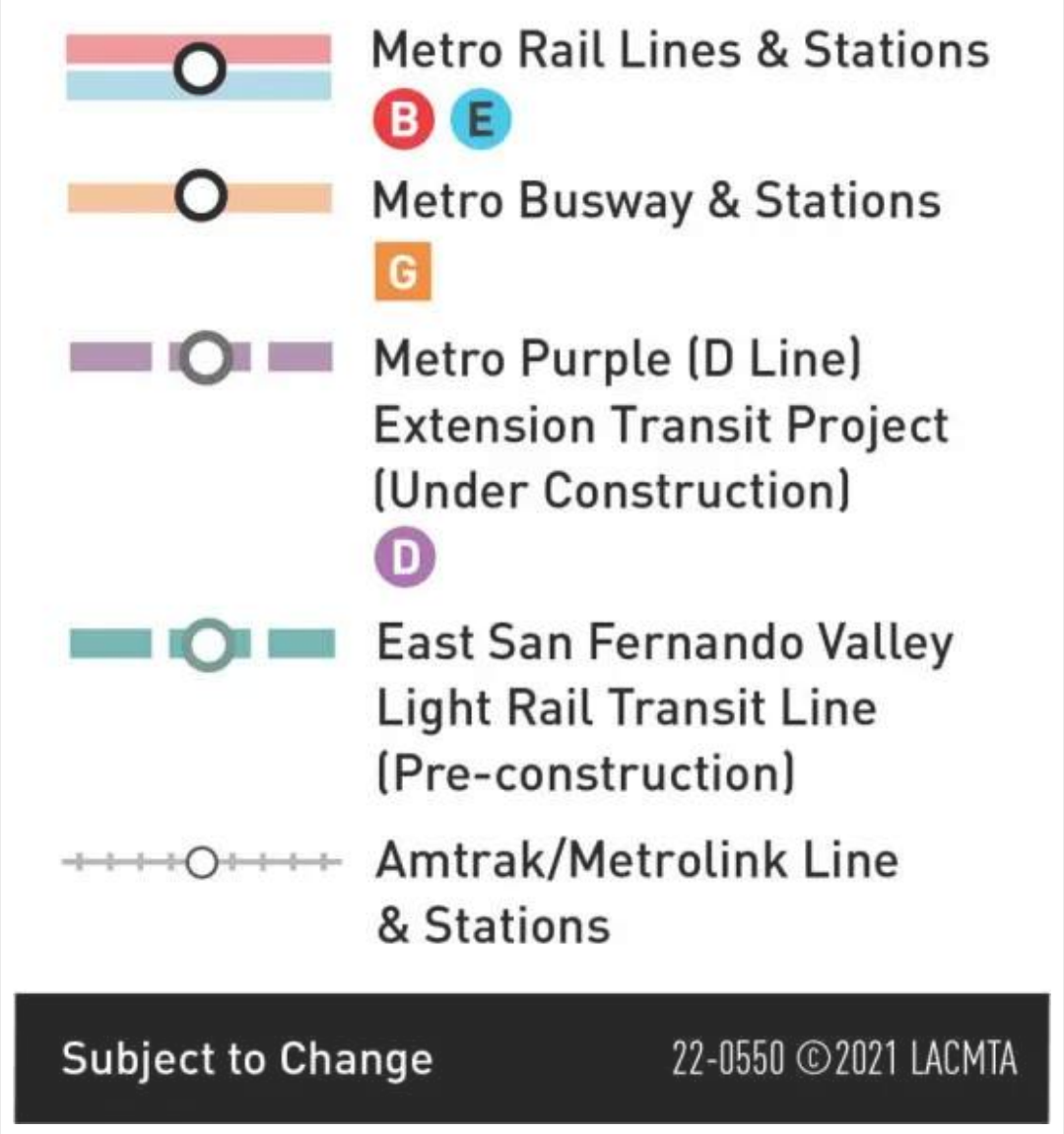
Metro también llevará a cabo tres reuniones virtuales en las próximas semanas. Cada reunión contará con la misma información.

Martes 7 de diciembre, 11:30 a.m. a 1:30 p.m.
Registro: https://zoom.us/webinar/register/WN_k9DENFCNQq-CLFneINXb_g (https://zoom.us/webinar/register/WN_k9DENFCNQq-CLFneINXb_g)

Martes 11 de enero de 2022, 6 p.m. a las 8 p.m.
Registro:
https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg (https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg)

Sábado 22 de enero de 2022, de 10 a.m. a mediodía
Registro: https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA (https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA)

La planificación del proyecto hasta el momento ha dado lugar a seis alternativas a estudiar. Aquí están los detalles de cada uno:



Alternativa 1: Monorriel automatizado que sería completamente aéreo a lo largo del corredor 405 y las vías del ferrocarril Metrolink Ventura County Line con un autobús de enlace eléctrico a UCLA.

Terminal sur: estación Expo / Sepulveda de la línea E.

Término norte: Van Nuys Metrolink Station.

Frecuencia: cada dos minutos durante los períodos pico.

Longitud / capacidad del tren: de dos a ocho vagones con seis vagones previstos durante los períodos pico. Cada vagón podría transportar de 76 a 79 pasajeros.

Notas sobre la ruta: 15.3 millas a lo largo del corredor 405 y las vías de la línea del condado de Ventura de Metrolink.

Estaciones: Ocho estaciones aéreas: cerca de la estación Exposition / Sepulveda de la línea E, Santa Monica Blvd, Wilshire Blvd (transferencia al metro de la línea D), Getty Center, US-101, estación Sepulveda de la línea G, Sherman Way y la estación Van Nuys Metrolink.

Conexión a UCLA: en Wilshire Blvd, se ubicaría una estación aérea en el lado oeste de la 405, y un servicio de transporte de autobús eléctrico brindaría servicio a lo largo de una ruta de 1.4 millas entre la estación Westwood / VA de la línea Metro D y UCLA Gateway Plaza. con paradas intermedias en Wilshire Blvd / Veteran Avenue y Westwood Blvd / Le Conte Ave. El autobús de enlace eléctrico operaría con la misma frecuencia que el monorriel.

Instalaciones de mantenimiento y almacenamiento: una instalación de mantenimiento y almacenamiento (MSF) para vehículos Monorriel se ubicaría sobre el estacionamiento existente en la estación Sepúlveda de la línea G de Metro. Los autobuses eléctricos se mantendrían en las instalaciones existentes de UCLA BruinBus en Veteran al norte de Kinross Avenue.

Alternativa 2: Monorriel automatizado con alineación aérea a lo largo del corredor 405 y las vías del ferrocarril Metrolink Ventura County Line con una conexión aérea automatizada de transporte de personas a UCLA.

Terminal sur: E Line Expo / Sepulveda Station.

Término norte: Van Nuys Metrolink Station.

Frecuencia: cada dos minutos durante los períodos pico.

Longitud / capacidad del tren: de dos a ocho vagones con seis vagones en los períodos pico. Cada vagón podía transportar de 76 a 79 pasajeros.

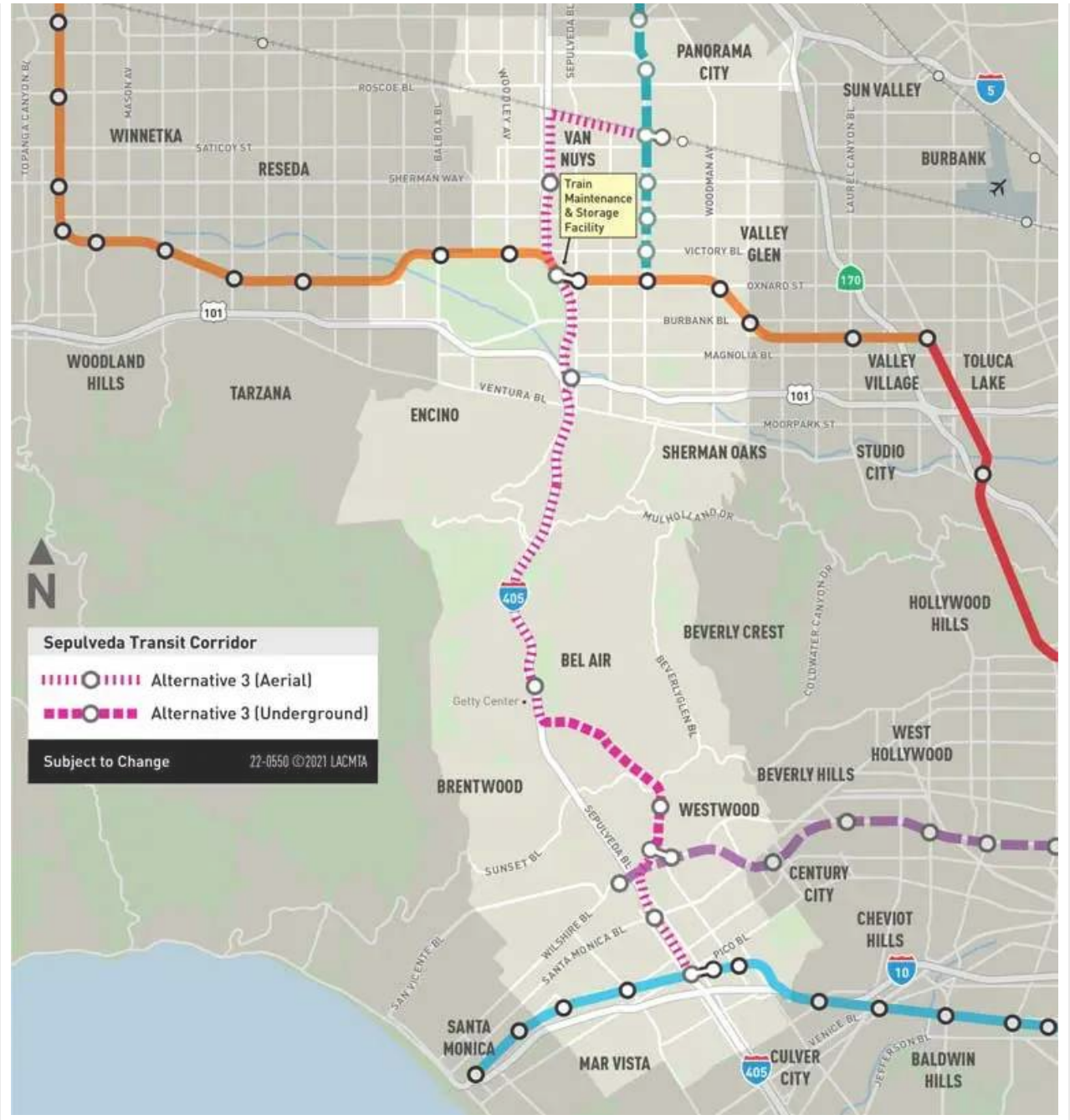
Ruta: aproximadamente 15.8 millas a lo largo del corredor 405 y las vías de Metrolink Ventura County Line.

Estaciones: Ocho estaciones aéreas en Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (transferencia al metro de la línea D), Getty Center, US-101, Metro G Line's Sepulveda Station, Sherman Way y Van Nuys Metrolink Estación.

Conexión a UCLA: Un puente peatonal iría desde la estación de monorriel en el lado sur de Wilshire hasta una estación aérea automatizada de transporte de personas Automated People Mover (APM) en el lado norte de Wilshire. El APM viajaría en una estructura principalmente a lo largo de Gayley Avenue hasta una estación aérea cerca del extremo oeste de Bruin Walk en el campus de UCLA. El transportador de personas funcionaría con la misma frecuencia que el monorriel.

Instalaciones de mantenimiento y almacenamiento: La instalación para vehículos monorriel se ubicaría sobre el estacionamiento existente en la estación Sepúlveda de la línea G. La instalación para vehículos de transporte de personas estaría ubicada sobre la instalación de mantenimiento UCLA BruinBus existente en Veteran Avenue al norte de Kinross Avenue.

Alternativa 3: Monorriel automatizado con segmento aéreo a lo largo del corredor 405, un segmento subterráneo entre Wilshire y Getty Center, luego completamente aéreo a lo largo de las vías del tren 405 y Van Nuys Metrolink Line.



Terminal sur: E Line Expo / Sepulveda Station.

Términal norte: Van Nuys Metrolink Station.

Frecuencia: cada dos minutos durante los períodos pico.

Longitud / capacidad del tren: constaría de dos a ocho vagones y se espera que consista en seis vagones durante los períodos pico, con cada vagón con una capacidad de 76 a 79 pasajeros.

Ruta: Aproximadamente 16.2 millas que correrán a lo largo de la 405 al sur de Wilshire, incluido un segmento subterráneo de 3.3 millas para servir a

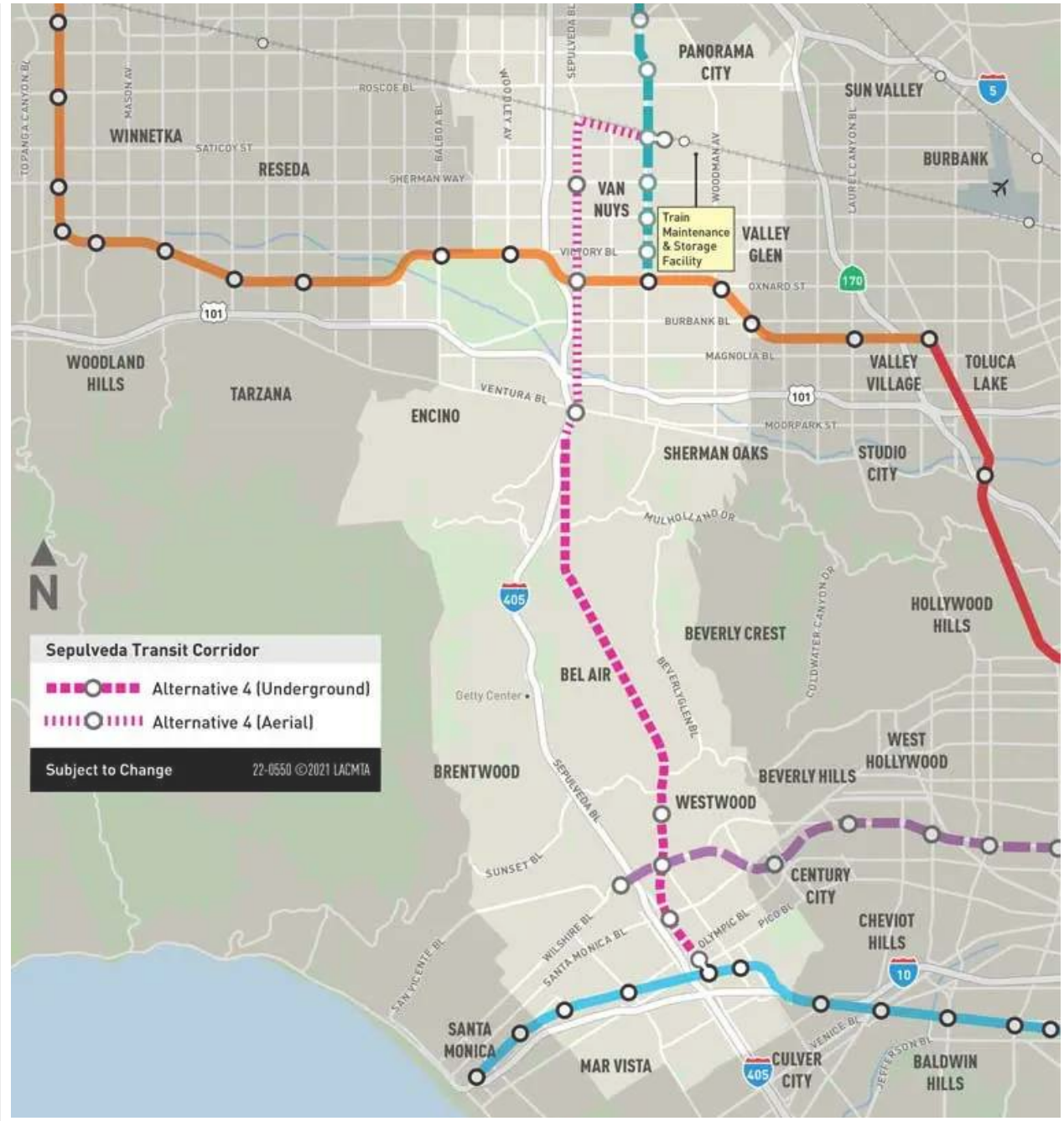
UCLA, luego de regreso a una estructura aérea a lo largo de la 405 con un segmento aéreo a lo largo de las vías de Metrolink Ventura County Line.

Estaciones: Ocho estaciones aéreas en Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), Getty Center, US-101, la estación Sepulveda de la línea G, Sherman Way y la estación Van Nuys Metrolink. Una estación de metro estaría en Gateway Plaza de UCLA.

Conexión a UCLA: estación de monorraíl subterráneo en el campus.

Instalación de mantenimiento y almacenamiento: ubicada sobre el estacionamiento existente en la estación de Metro G Line Sepulveda.

Alternative 4: Heavy rail with underground segment south of Ventura Blvd and aerial alignment generally along Sepulveda Blvd in the San Fernando Valley.



Terminal sur: E Line Expo / Sepulveda Station

Término norte: Van Nuys Metrolink Station

Longitud / capacidad del tren: tres vagones con cada vagón con capacidad para 170 personas. Los trenes podrían ampliarse a cuatro vagones.

Frecuencia: 2,5 minutos en periodos pico.

Ruta: Aproximadamente 14 millas. La línea sería subterránea entre la Línea E y un portal al sur de Ventura Blvd en el Valle de San Fernando. Al norte de

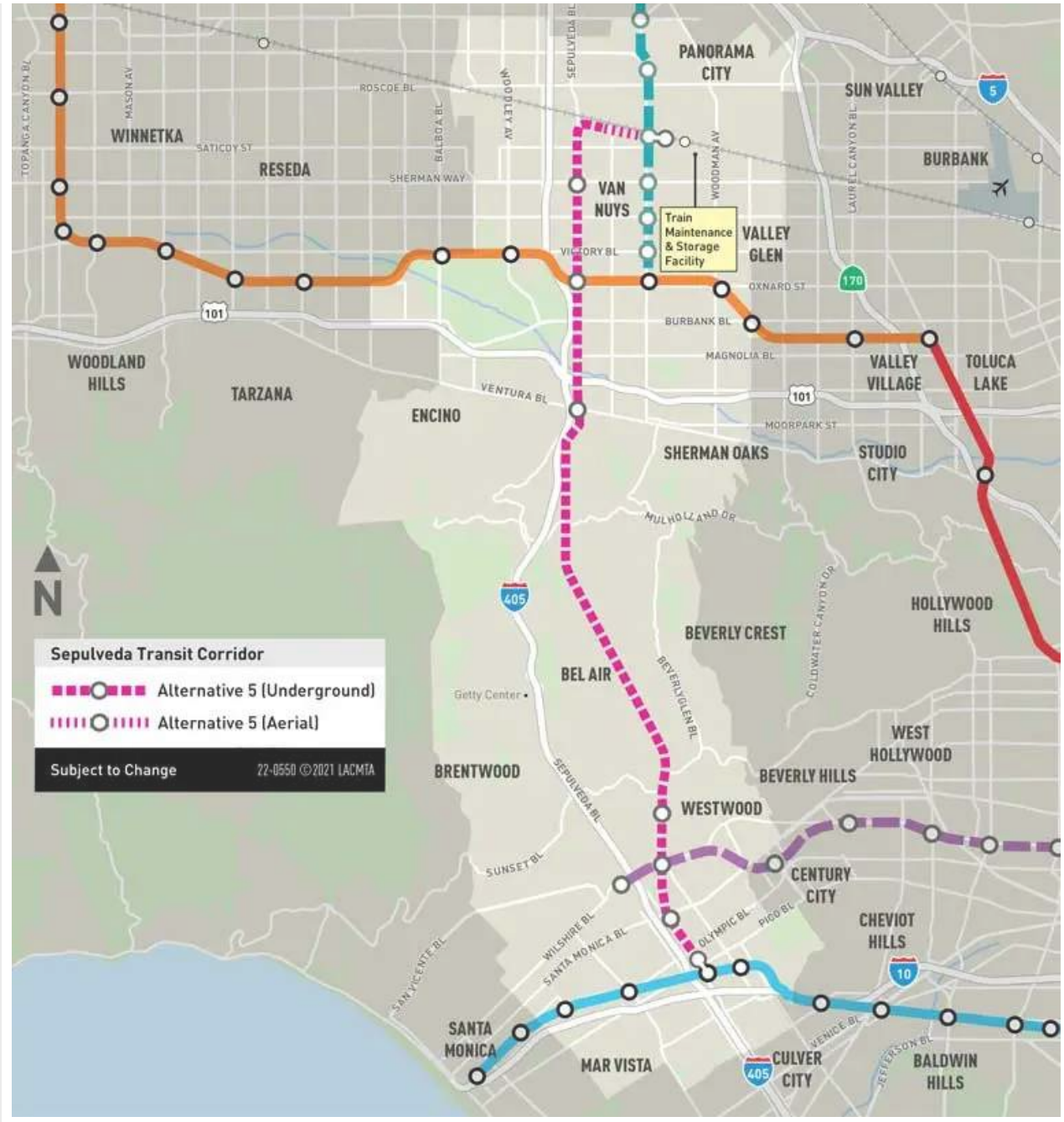
Ventura Blvd, la ruta generalmente estaría ubicada en una estructura aérea sobre Sepulveda Blvd y las vías del ferrocarril Metrolink Ventura County Line.

Estaciones: Cuatro estaciones de metro en Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line) y UCLA's Gateway Plaza, y cuatro estaciones aéreas en Ventura Blvd, la estación Sepulveda de la G Line, Sherman Way y Van Nuys Estación de Metrolink.

Conexión a UCLA: habría una estación de tren subterráneo en el campus de Gateway Plaza.

Instalación de mantenimiento y almacenamiento: ubicada al oeste de Woodman Avenue y al sur de las vías del ferrocarril Metrolink Ventura County Line.

Alternative 5: Heavy rail with underground segment along Sepulveda Boulevard and an aerial stretch along the Metrolink Ventura County Line tracks in the San Fernando Valley.



Terminal sur: Metro E Line Expo / Sepulveda Station

Término norte: Van Nuys Metrolink Station

Longitud / capacidad del tren: tres vagones, cada uno con una capacidad de 170 personas. Los trenes podrían ampliarse a cuatro vagones.

Frecuencia: frecuencias de hora pico planificadas de 2,5 minutos.

Ruta: Aproximadamente 14 millas y similar a la Alternativa 4, excepto que la alineación a lo largo de Sepulveda Blvd también es subterránea, y solo el

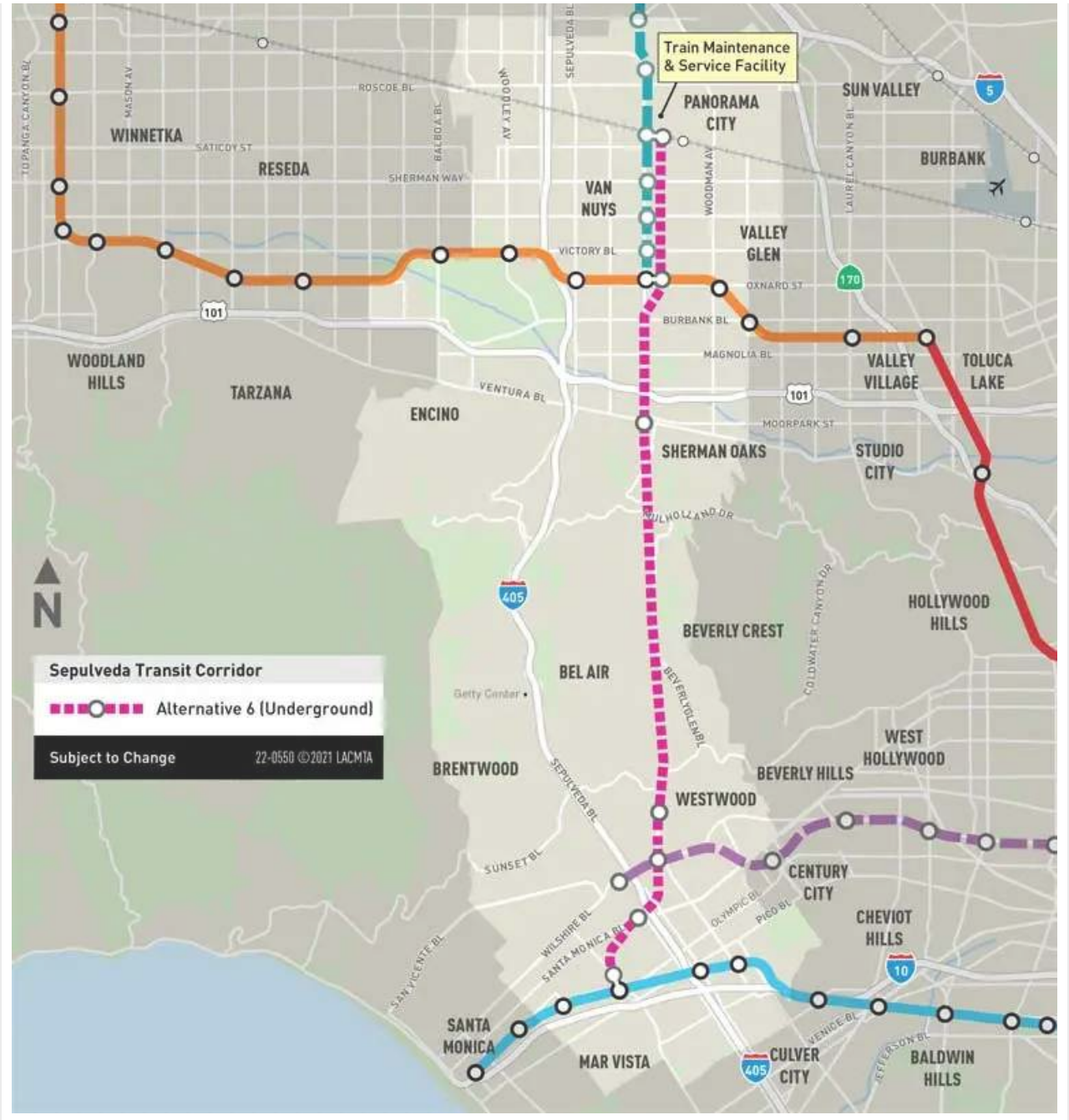
segmiento aéreo está a lo largo de las vías del ferrocarril Metrolink Ventura County Line.

Estaciones: siete estaciones de metro en Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, la G Line's Sepulveda Station y Sherman Way. Una estación aérea estaría en la estación Van Nuys Metrolink.

Conexión a UCLA: estación de tren subterráneo en el campus en Gateway Plaza.

Instalación de mantenimiento y almacenamiento: ubicada al oeste de Woodman Avenue y al sur de las vías del ferrocarril Metrolink Ventura County Line.

Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside.



Terminal sur: E Line Expo / Bundy Station.

Términal norte: Van Nuys Metrolink Station.

Frecuencia: Frecuencias planificadas para las horas pico de cuatro minutos.

Longitud del tren de capacidad / longitud: consistiría en dos, cuatro o seis vagones y se espera que consista en seis vagones durante los períodos pico, cada uno con una capacidad de 133 pasajeros.

Ruta: aproximadamente 14.6 millas con el segmento en el lado oeste corriendo generalmente hacia el noreste entre la E Line Expo / Bundy Station

y el campus de UCLA. El segmento en el Valle de San Fernando seguiría Van Nuys Blvd.

Estaciones: Siete estaciones de metro en Olympic Bl (Metro E Line), Santa Monica Blvd (West LA Civic Center), Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, la G Line's Van Nuys Station y Van Nuys Metrolink Estación.

Conexión a UCLA: una estación de tren subterráneo en el campus de Gateway Plaza.

Instalación de mantenimiento / almacenamiento: ubicada al este de Van Nuys Blvd y al norte de la estación Van Nuys Metrolink.

En marzo, la Junta de Metro otorgó contratos a dos equipos para realizar trabajos de pre-desarrollo (PDA) en dos tipos diferentes de tránsito potencial del proyecto. LA SkyRail Express está desarrollando las alternativas de monorriel propuestas 1 a 3 enumeradas anteriormente, mientras que Sepulveda Transit Corridor Partners (STCP) está desarrollando las alternativas 4 y 5.

La Oficina de Innovación Extraordinaria de Metro y otros departamentos de la agencia desarrollaron el enfoque PDA que involucra a dos empresas para desarrollar múltiples soluciones de tránsito para un corredor complejo y congestionado. El PDA permite a Metro explorar la posibilidad de que el sector privado invierta en el proyecto y asuma la responsabilidad de su éxito, al tiempo que posiblemente reduzca su costo y ayude a entregar un mejor proyecto en general.

También sabemos que muchos de ustedes tienen preguntas sobre otros aspectos del proyecto, incluidos los costos, las adquisiciones de propiedades y cuándo la Junta Directiva de Metro tomará decisiones clave. Consulte esta extensa sección de Preguntas frecuentes.

El proyecto está financiado en parte por el impuesto a las ventas de la Medida M transporte aprobado por el 71 por ciento de los votantes del condado de L.A. en 2016. El plan de financiación de la Medida M incluye $

5.7 mil millones para el segmento Valley-Westside y $ 3.8 mil millones para el segmento Westside-LAX.

Los planes de financiación de Metro incluyen supuestos de ingresos federales, estatales y locales, incluidas subvenciones discrecionales que Metro debe obtener mediante un proceso competitivo. La Ley de Empleos e Inversión en Infraestructura de $ 1 billón firmada por el presidente Biden a principios de este mes podría proporcionar fondos para este proyecto, al igual que el proyecto de ley Build Back Better de $ 2.2 billones que fue aprobado por la Cámara de Representantes en noviembre y ahora se encuentra ante los EE. UU. Senado.

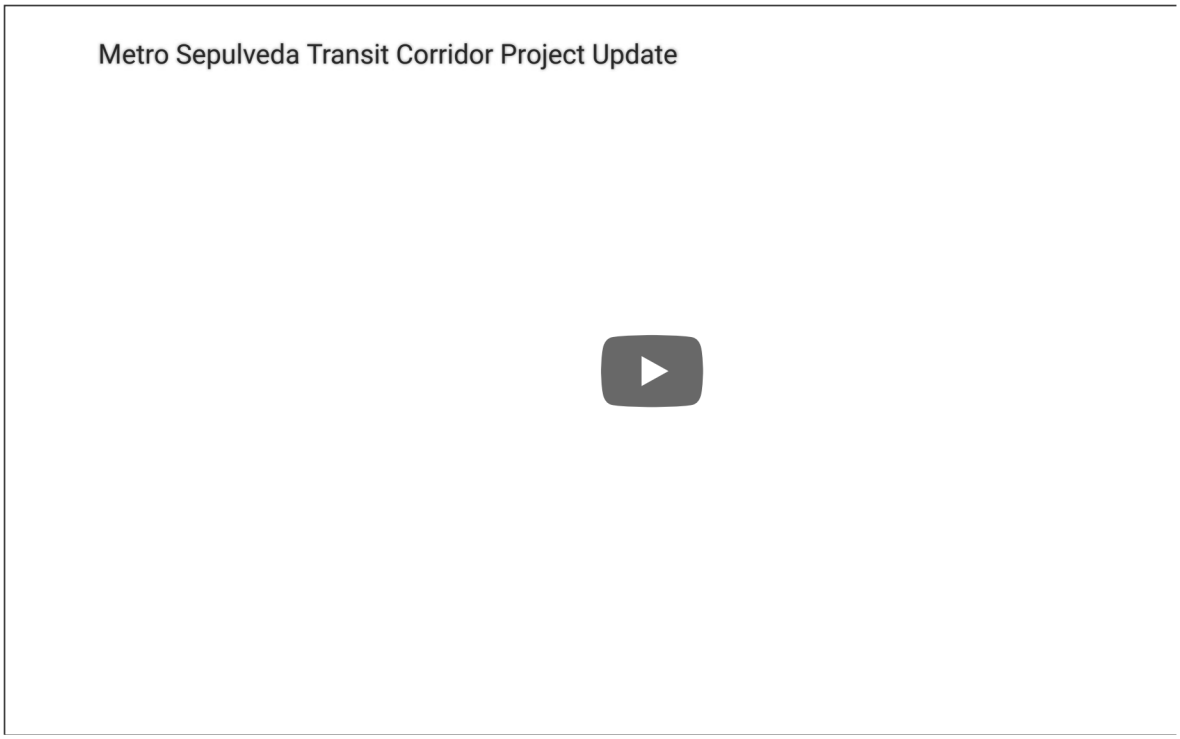
CATEGORIES: Go Metro (https://elpasajero.metro.net/category/lifestyle/go-metro-lifestyle/)

1 reply >

[...] post El período de comentarios públicos comienza hoy para el estudio ambiental del Corredor de Transpor... appeared first on El [...]

Reminder: virtual meetings on Jan. 11 and Jan. 22 for Sepulveda Transit Corridor project

BY STEVE HYMON , JANUARY 5, 2022



Metro is beginning the environmental review (https://drive.google.com/file/d/1hiFlKpLZMFpLqChTx6YTE75Nja96xO51/view) phase for the Sepulveda Transit Corridor project (https://www.metro.net/projects/sepulvedacorridor/), which will build a heavy rail line or monorail between the San Fernando Valley and the Westside. A second phase will eventually be built to LAX.

Metro will also be holding two virtual meetings in the coming weeks. Each meeting will feature the same information. Please see this Source post (https://wp.me/p26tDN-yuP) for many more details on the six project alternatives to be studied.

Tuesday, January 11, 2022, 6 p.m. to 8 p.m.
Registration: https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg (https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg)

Saturday, January 22, 2022, 10 a.m. to Noon
Registration: https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA

(https://zoom.us/webinar/register/WN_QwXtJBgDT8qK7-gO8ngnzA)

As part of the environmental review, a formal public comment period is now open and will run through February 11, 2022. Metro encourages the public to submit comments on the project during this time — including any thoughts on the six alternatives under study (see below) and issues that Metro should consider during the environmental review.

An online presentation on the project is here (https://storymaps.arcgis.com/stories/642fc3ce99c2418bbaeff9bf3bfe3804).

Here's how to submit comments:

Online Comment Form: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)
By mail: Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012
By email: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)
By phone: 213.922.7375

CATEGORIES: Projects (https://thesource.metro.net/category/projects/)

TAGGED AS: draft environmental impact report statement (https://thesource.metro.net/tag/draft-environmental-impact-report-statement/), E Line (https://thesource.metro.net/tag/e-line/), engagement (https://thesource.metro.net/tag/engagement/), Expo Line (https://thesource.metro.net/tag/expo-line/), Measure M (https://thesource.metro.net/tag/measure-m/), Measure R (https://thesource.metro.net/tag/measure-r/), planning (https://thesource.metro.net/tag/planning/), projects (https://thesource.metro.net/tag/projects-2/), public comment period (https://thesource.metro.net/tag/public-comment-period/), San Fernando Valley (https://thesource.metro.net/tag/san-fernando-valley/), scoping period (https://thesource.metro.net/tag/scoping-period/), Sepulveda Transit Corridor (https://thesource.metro.net/tag/sepulveda-transit-corridor/), Van Nuys (https://thesource.metro.net/tag/van-nuys/), virtual meetings (https://thesource.metro.net/tag/virtual-meetings/), Westside (https://thesource.metro.net/tag/westside/)

Recordatorio: reuniones virtual el 11 y 22 de enero para el proyecto Sepulveda Transit Corridor

BY JOSE UBALDO , JANUARY 6, 2022

Metro está iniciando la fase de revisión del estudio ambiental (https://drive.google.com/file/d/1hiFlKpLZMFpLqChTx6YTE75Nja96xO51/view) para el proyecto, Sepulveda Transit Corridor (https://www.metro.net/projects/sepulvedacorridor/), que construirá una línea de tren pesado o un monorriel entre el Valle de San Fernando y el Westside de Los Angeles. En la segunda fase se construirá hasta el Aeropuerto Internacional de Los Angeles (LAX).

Metro también sostendrá dos reuniones virtuales en las próximas semanas. Cada reunión tendrá la misma información. Por favor vea esta nota de **El Pasajero** (https://elpasajero.metro.net/2021/11/30/el-periodo-de-comentarios-publicos-comienza/) para más detalles en las seis alternativas del proyecto que se están estudiando.

El martes 11 de enero de 6 a 8 p.m.
Registración: https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg (https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg)

Sábado 22 de enero de 10 a.m. to 12 p.m.
Registración: https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA (https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA)

Como parte de la revision ambiental, un periodo formal de comentarios del publico esta ahora abierto y seguirá hasta el 11 de febrero de 2022. Metro invita al público a presentar sus comentarios sobre el Proyecto durante este periodo –incluyendo cualquier idea sobre las seis alternativas que se estudian (vea abajo) y los temas que Metro debe considera durante este periodo de revisión ambiental.

La presentación en-línea del proyecto la encuentra aqui (https://storymaps.arcgis.com/stories/642fc3ce99c2418bbaeff9bf3bfe3804).

Aqui está la forma de presentar sus comentarios

Comentarios en-línea: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)
Por correo: Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012
Por email: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)
Por teléfono: (213) 922-7375

CATEGORIES: Proyectos (https://elpasajero.metro.net/category/projects/)

TAGGED AS: Corredor de Transporte de Sepulveda Pass (https://elpasajero.metro.net/tag/corredor-de-transporte-de-sepulveda-pass/), monorriel (https://elpasajero.metro.net/tag/monorriel/), Revision ambiental (https://elpasajero.metro.net/tag/revision-ambiental/), San Fernando Valley (https://elpasajero.metro.net/tag/san-fernando-valley/), tren pesado (https://elpasajero.metro.net/tag/tren-pesado/)

Sepulveda Transit Corridor scoping deadline approaching – share your comments by Feb. 11, 2022

BY LA METRO , JANUARY 31, 2022

Next Friday, February 11, is the deadline to provide input on scoping for the Sepulveda Transit Corridor project. Scoping is the first phase of the environmental study that is evaluating rail alternatives linking the San Fernando Valley and Westside providing a fast, reliable alternative to slogging through traffic.

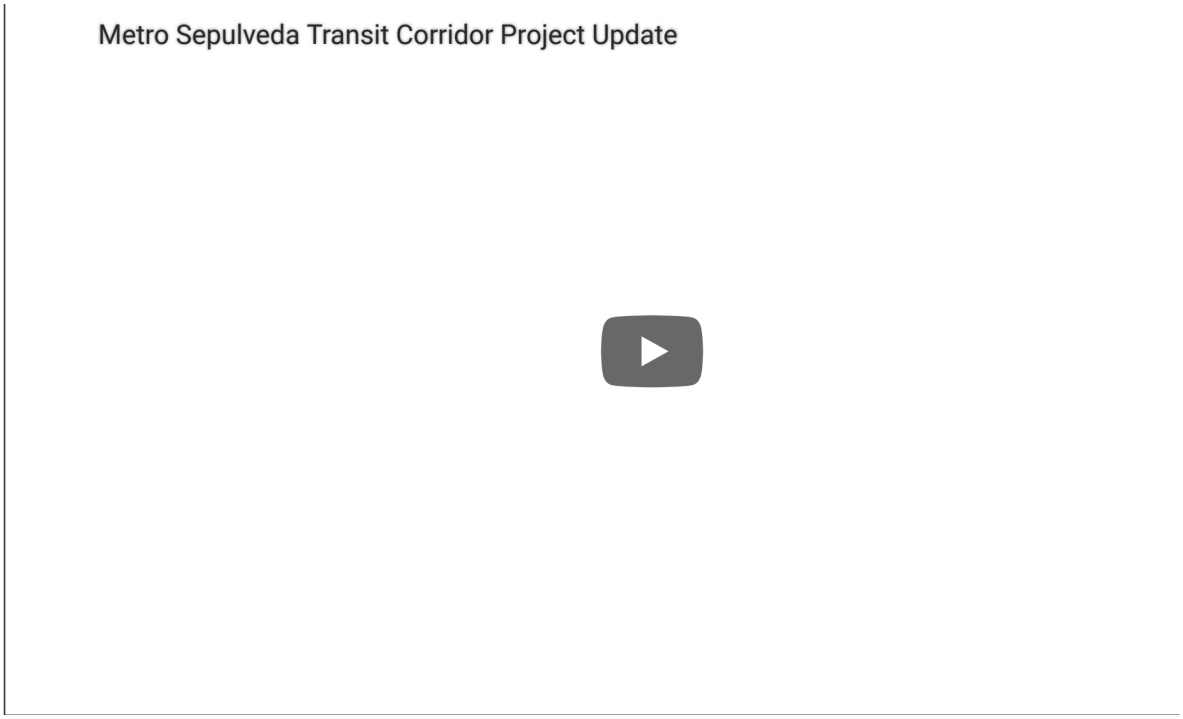
Six alternatives are being studied for this project that would impact hundreds of thousands of people who work, attend school, access medical care and enjoy culture and recreation in Los Angeles and throughout Southern California.

Scoping is your opportunity to comment on the alternatives, their routes, the destinations they would serve, benefits and costs, impacts, mitigations and other issues that may be important to you for consideration.

Imagine a train trip designed to be faster than driving the 405 Freeway or Sepulveda Boulevard during peak times!

Here's more information about the study. Scroll down for information on how to provide comments.

Here's a link to the Metro online project overview (https://www.metro.net/projects/sepulvedacorridor/) and a video:



Metro has held three virtual scoping meetings over the past two months and is eager to solicit additional public input through Friday, Feb. 11. The first scoping meeting presentation can be viewed below in English and Spanish.

- English Scoping Meeting Presentation
- Spanish Scoping Meeting Presentation

Here's how to submit comments:

Online Comment Form: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)

By mail: Peter Carter, Project Manager

LA Metro

One Gateway Plaza, 99-22-6

Los Angeles, CA 90012

By email: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)

By phone: 213.922.7375

The Sepulveda Transit Corridor Project is funded in part by Measure M, the transportation sales tax approved by 71 percent of L.A. County voters in 2016. The Measure M funding plan includes $5.7 billion for the Valley-Westside segment and $3.8 billion for the Westside-LAX segment.

Metro's funding plans include assumptions of federal, state, and local revenue — including discretionary grants that Metro must secure through a competitive process. The $1-trillion

Infrastructure Jobs and Investment Act signed by President Biden last year might supply funds for this project as could the $2.2-trillion Build Back Better bill that was approved by the House of Representatives but has not yet been approved by the U.S. Senate.

To potentially reduce taxpayer costs, the Metro Board awarded contracts to two private sector teams to do pre-development (PDA) work on two different potential types of transit for the project. LA SkyRail Express is developing proposed monorail alternatives, while Sepulveda Transit Corridor Partners (STCP) is developing heavy rail alternatives.

CATEGORIES: Projects (https://thesource.metro.net/category/projects/)

TAGGED AS: environmental study (https://thesource.metro.net/tag/environmental-study/), equity (https://thesource.metro.net/tag/equity/), feedback (https://thesource.metro.net/tag/feedback-2/), public comment period (https://thesource.metro.net/tag/public-comment-period/), scoping (https://thesource.metro.net/tag/scoping/), Sepulveda Transit Corridor (https://thesource.metro.net/tag/sepulveda-transit-corridor/)

Se acerca la fecha límite para compartir sus comentarios sobre el Sepulveda Transit Corridor, ultimo día 11 de febrero de 2022

BY JOSE UBALDO , JANUARY 31, 2022

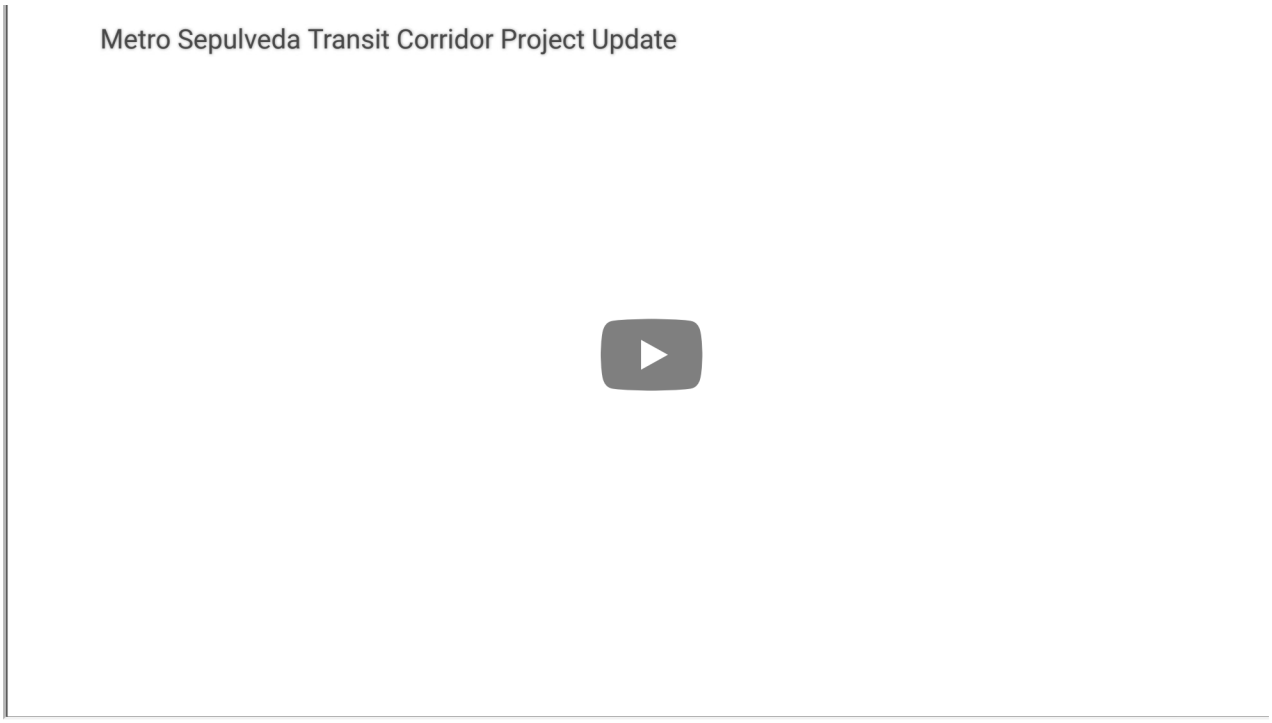
El próximo 11 de febrero es la fecha límite para presentar sus comentarios sobre el proyecto Sepulveda Transit Corridor. Recabar los comentarios del público es la primera fase del estudio ambiental que está evaluando las alternativas de trenes que enlazaran el Valle de San Fernando y el Westside para ofrecer una alternativa confiable y rápida a través del lento tráfico.Se están estudiando seis alternativas para este proyecto que podrían impactar ciento de miles de personas quienes trabajan, asisten a las escuelas, tiene acceso a cuidado médico y que disfrutan de la vida cultural y recreacional de Los Angeles y a través del sur de California.

Este el momento oportuno para comentar sobre las alternativas, sus rutas, los destinos que servirá, los beneficios y el impacto de los costos, la mitigación y otros temas que podría ser importantes para su consideración.

Imagínese su viaje en un tren diseñado para ser más rápido que manejar en la autopista 405 o en el bulevar Sepulveda durante las horas pico.

Aqui hay más información sobre el estudio. Recorra hacia abajo para más información sobre como presentar sus comentarios.

Aqui está el enlace a Metro online project overview (https://www.metro.net/projects/sepulvedacorridor/) y a un video:



Metro ha realizado tres reuniones comunitarias en los últimos dos meses y está ansioso por tener comentarios adicionales del público hasta el viernes 11 de febrero. La primera reunión comunitaria puede ser vista abajo en inglés y español.

- English Scoping Meeting Presentation
- Spanish Scoping Meeting Presentation

Aqui esta como presentar sus comentarios:

Forma de comentarios en-línea: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)

Por correo: Peter Carter, Project Manager

LA Metro

One Gateway Plaza, 99-22-6

Los Angeles, CA 90012

Por correo electrónico: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)

Por teléfono: (213) 922-7375

El Sepulveda Transit Corridor Project está financiado parcialmente por la Medida M, el impuesto a la venta para el transporte aprobado por el 71 por ciento de los votantes del condado en 2016. El plan de financiamiento de la Medida M incluye $5.7 mil millones para el segmento del Valley-Westside y $3.8 mil millones para el segmento Westside-LAX.

Los planes de financiamiento de Metro incluyen suposiciones de ingresos federales, estatales, e ingresos locales –incluyendo subvenciones ilimitados que Metro debe asegurar a través de

un proceso competitivo. La ley de $1-billion de Infrastructure Jobs and Investment Act firmado por el President Biden el año pasado podría ofrecer algunos fondos para este proyecto, así como el Build Better Back de $2.2 billones aprobado por la Cámara de Representantes pero que aún no ha sido aprobada por el US Senate.

Para reducirlos costos para el contribuyente, la Junta de Metro otorgo un contrato a dos compañías del sector privado para hacer un trabajo de predesarrollo (PDA) con dos diferentes tipo de proyectos de transporte. LA SkyRail Express está desarrollando la propuesta de un monorriel, mientras que Sepulveda Transit Corridor Partners (STCP) está desarrollando una alternativa de tren pesado.

CATEGORIES: Planeación y Fondos (https://elpasajero.metro.net/category/policy_funding/)

TAGGED AS: comentario publico (https://elpasajero.metro.net/tag/comentario-publico/), Estudio ambiental (https://elpasajero.metro.net/tag/estudio-ambiental/), opiniones (https://elpasajero.metro.net/tag/opiniones/), Sepulveda Transit Corridor (https://elpasajero.metro.net/tag/sepulveda-transit-corridor/)

Appendix D. Email Blasts

Sepulveda Transit Corridor Project

Español

Save the Date: Scoping Meetings - December & January

Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which would provide a high-quality transit service between the Valley and the Westside. As part of the project's environmental process, **a formal public comment period will be initiated on November 30, 2021 and will run through February 11, 2022.** During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review. Please stay tuned for additional information on the proposed project alternatives as we release the Notice of Preparation on November 30th.

Metro invites you to join us at any of the three upcoming virtual scoping meetings to stay informed and provide feedback. Each meeting will feature the same information.

Tuesday, December 7, 2021 **11:30am-1:30pm**	**Tuesday, January 11, 2022** **6pm-8pm**	**Saturday, January 22, 2022** **10am-12pm**
Dec. 7 Registration	**Jan. 11 Registration**	**Jan. 22 Registration**

Frequently Asked Questions

Thank you for your continued interest in the Sepulveda Transit Corridor. We have posted Frequently Asked Questions (FAQs) to our project website here.

About the Project

The Sepulveda Transit Corridor Project will provide a high-quality transit service that will effectively serve a large and growing travel market between the San Fernando Valley and the Westside and eventually to LAX. 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.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

213.922.7375

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

losangelesmetro

@metrolosangeles

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Proyecto del Corredor de Transporte de Sepúlveda

Reserve la fecha: reuniones de alcance

Metro está comenzando la fase de revisión ambiental para el Corredor de Transporte de Sepúlveda, que propone brindar un servicio de transporte de alta calidad entre el Valle y Westside. Como parte del proceso ambiental del proyecto, **se iniciará un período formal de comentarios públicos el 30 de noviembre de 2021 hasta el 11 de febrero de 2022**. Durante este período, lo invitamos a que envíe sus ideas y comentarios sobre las alternativas y que identifique problemas que necesiten ser mencionados en el proceso ambiental. Estén atentos para obtener información adicional sobre las alternativas propuestas del proyecto a medida que publicamos el Aviso de Preparación el 30 de noviembre.

Metro lo invita a participar en cualquiera de las próximas tres reuniones de alcance virtuales para mantenerse informado y hacer comentarios. Cada reunión compartirá la misma información.

Martes 7 de diciembre de 2021 11:30am-1:30pm	Martes 11 de enero de 2022 6pm-8pm	Sábado 22 de enero de 2022 10am-12pm
Registración	**Registración**	**Registración**

Preguntas Frecuentes

Gracias por su continuo interés en el Proyecto del Corredor de Transporte de Sepulveda. Hemos publicado Preguntas Frecuentes (FAQs) en nuestro sitio web del proyecto aquí.

Acerca del proyecto

El Proyecto del Corredor de Transporte de Sepúlveda proporcionará un servicio de transporte de alta calidad que prestará servicio de forma efectiva a un gran mercado de viajes en crecimiento entre el Valle de San Fernando, y el Westside y eventualmente el Aeropuerto Internacional de Los Angeles (LAX). Para que el transporte público sea una opción de viaje competitiva que atraiga a nuevos pasajeros, es necesario aumentar la velocidad, la frecuencia, la capacidad y confiabilidad del servicio de transporte público, y proporcionar conexiones convenientes a los corredores de transporte público existentes y previstos.

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

213.922.7375

metro.net/sepulvedacorridor/

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Proyecto del Corredor de Transporte de Sepúlveda

¡Por favor, envíe sus comentarios!

Metro está comenzando la fase de revisión ambiental para el proyecto del Corredor de Transporte de Sepúlveda, que proporcionaría un servicio de transporte de alta calidad entre el Valle y el Westside. Como parte del proceso ambiental del proyecto, **se ha iniciado un período formal de comentarios públicos con la publicación del Aviso de Preparación y se estará disponible hasta el 11 de febrero de 2022**. Durante este período, lo invitamos a que envíe sus ideas y comentarios sobre las alternativas y indentifique problemas que deberían ser tratados en la revisión ambiental.

Para obtener información adicional, visite el StoryMap interactivo y el blog The Source de Metro.

StoryMap interactivo **The Source (inglés)**

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022**.

Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

sepulvedatransit@metro.net

213.922.7375

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

Acompáñenos

Tres reuniones públicas virtuales de alcance en Zoom proporcionarán información sobre el proyecto y ofrrecerán oportunidades para dar comentarios públicos sobre las alternativas del proyecto. Cada reunión ofrecerá interpretación en español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Martes 7 de diciembre de 2021	**Martes 11 de enero de 2022**	**Sábado 22 de enero de 2022**
11:30am-1:30pm	**6pm-8pm**	**10am-12pm**
ID del seminario web: 919 0173 3110	ID del seminario web: 964 8792 4301	ID del seminario web: 999 3010 8496
Código de acceso: 819995	Código de acceso: 550195	Código de acceso: 270559
Para llamar, marque: 669.900.6833	Para llamar, marque: 669.900.6833	Para llamar, marque: 669.900.6833
Registración	**Registración**	**Registración**

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

*Se publicará una grabación de video de la presentación formal en el canal de YouTube de Metro y se vinculará al sitio web y StoryMap.

Acerca del proyecto

El Proyecto del Corredor de Transporte de Sepúlveda proporcionará un servicio de transporte de alta calidad que prestará servicio de forma efectiva a un gran mercado de viajes en crecimiento entre el Valle de San Fernando, y el Westside y eventualmente el Aeropuerto Internacional de Los Angeles (LAX). Para que el

transporte público sea una opción de viaje competitiva que atraiga a nuevos pasajeros, es necesario aumentar la velocidad, la frecuencia, la capacidad y confiabilidad del servicio de transporte público, y proporcionar conexiones convenientes a los corredores de transporte público existentes y previstos.

Manténgase conectado

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Ayuda de idioma

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Si quiere revisar la información y ofrecer comentarios en Español, por favor envíe correo electrónico a sepulvedatransit@metro.net ó llame (213) 922-7375.

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Sepulveda Transit Corridor Project

Español

Please Provide Your Feedback!

Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which would provide a high-quality transit service between the Valley and the Westside. As part of the project's environmental process, **a formal public comment period has been initiated with the posting of the Notice of Preparation and will run through February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

For additional information, please visit the interactive StoryMap and Metro's blog The Source.

Interactive StoryMap **The Source Post**

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

Join Us

Three virtual public scoping meetings on Zoom will provide information on the project and opportunities for public feedback on the project alternatives. Each meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Tuesday, December 7, 2021	**Tuesday, January 11, 2022**	**Saturday, January 22, 2022**
11:30am-1:30pm	**6pm-8pm**	**10am-12pm**
ID: 919 0173 3110	ID: 964 8792 4301	ID: 999 3010 8496
Passcode: 819995	Passcode: 550195	Passcode: 270559
Call-in: 669.900.6833	Call-in: 669.900.6833	Call-in: 669.900.6833
Dec. 7 Registration	**Jan. 11 Registration**	**Jan. 22 Registration**

*A video recording of the formal presentation will be posted to the Metro's YouTube channel and linked to the website and StoryMap.

About the Project

The Sepulveda Transit Corridor Project will provide a high-quality transit service that will effectively serve a large and growing travel market between the San Fernando Valley and the Westside and eventually to LAX. 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.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

metro.net/sepulvedacorridor/

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Sepulveda Transit Corridor Project

Español

Please Attend our Upcoming Scoping Meeting!

Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which would provide a high-quality transit service between the Valley and the Westside. As part of the project's environmental process, **a formal public comment period has been initiated with the posting of the Notice of Preparation and will run through February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

Metro invites you to join us for our first scoping meeting for the Sepulveda Pass Transit Corridor Project where you can learn more about the project, process and provide your comments on the project alternatives.

Tuesday, December 7, 2021
11:30am-1:30pm
ID: 919 0173 3110
Passcode: 819995
Call-in: 669.900.6833

Dec. 7 Registration

For additional information, please visit the interactive StoryMap and Metro's blog The Source.

Interactive StoryMap

The Source Post

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

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213.922.7375

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

Join Us

If you are unable to participate in the first scoping meeting, please note that there are two more opportunities to attend a scoping meeting. Each scoping meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Tuesday, December 7, 2021
11:30am-1:30pm
ID: 919 0173 3110
Passcode: 819995
Call-in: 669.900.6833

Dec. 7 Registration

Tuesday, January 11, 2022
6pm-8pm
ID: 964 8792 4301
Passcode: 550195
Call-in: 669.900.6833

Jan. 11 Registration

Saturday, January 22, 2022
10am-12pm
ID: 999 3010 8496
Passcode: 270559
Call-in: 669.900.6833

Jan. 22 Registration

*A video recording of the formal presentation will be posted later this month to Metro's YouTube channel and linked to the website and StoryMap.

In Other News

After waiving bus fares during the COVID-19 pandemic, we will again resume collecting fares on January 10, 2022. You can sign up for the Low-Income Fare is Easy (LIFE) program which offers discounted weekly and monthly transit passes. For more information on the LIFE program, please visit metro.net/life.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

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Proyecto de Transporte del Corredor Sepulveda

¡Por favor, asista a nuestra próxima reunión de alcance!

Metro está comenzando la fase de revisión ambiental para el proyecto de Transporte del Corredor Sepulveda, que proporcionaría un servicio de transporte de alta calidad entre el Valle y el Westside. Como parte del proceso ambiental del proyecto, **se inició un período formal de comentarios públicos con la publicación del Aviso de Preparación y se extenderá hasta el 11 de febrero de 2022.** Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Metro lo invita a nuestra primera reunión de alcance para el Proyecto de Transporte del Corredor Sepulveda, donde puede obtener más información sobre el proyecto, y también procesar y proporcionar sus comentarios sobre las alternativas del proyecto.

Martes, 7 de diciembre de 2021
11:30am-1:30pm
ID del seminario web: 919 0173 3110
Código de acceso: 819995
Para llamar, marque: 669.900.6833

Enlace de registro

Para obtener información adicional, visite el StoryMap interactivo y el blog The Source de Metro.

StoryMap interactivo **The Source (inglés)**

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022**. Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

sepulvedatransit@metro.net

213.922.7375

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

Únase a nosotros

Si no puede participar en la primera reunión de alcance, tenga en cuenta que hay dos oportunidades más para asistir a una reunión de alcance. Cada reunión de alcance ofrecerá interpretación al español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Martes 7 de diciembre de 2021
11:30am-1:30pm
ID del seminario web: 919 0173 3110
Código de acceso: 819995
Para llamar, marque: 669.900.6833

Registración

Martes 11 de enero de 2022
6pm-8pm
ID del seminario web: 964 8792 4301
Código de acceso: 550195
Para llamar, marque: 669.900.6833

Registración

Sábado 22 de enero de 2022
10am-12pm
ID del seminario web: 999 3010 8496
Código de acceso: 270559
Para llamar, marque: 669.900.6833

Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

*Se publicará una grabación de video de la presentación formal en el canal de YouTube de Metro y se vinculará al sitio web y StoryMap.

Cambiando de tema

Después de renunciar a las tarifas de autobús durante la pandemia de COVID-19, reanudaremos nuevamente el cobro de tarifas el 10 de enero de 2022. Puede inscribirse en el programa Low-Income Fare is Easy (LIFE) que ofrece pases de tránsito semanales y mensuales con descuento. Para obtener más información sobre el programa LIFE, visite metro.net/life.

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

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Sepulveda Transit Corridor Project

Español

Thank You for Joining Us!

Thank you to the 240 community members who joined us at our first of three virtual public scoping meetings for the Sepulveda Transit Corridor project. As discussed in the meeting, here are the links that were shared:

Project Website
Story Map
FAQ
Online Comment Form
Public-Private Partnership (P3) Fact Sheet
Environmental Process Fact Sheet
LIFE Program

The video recordings of the presentation will be posted in English and Spanish to Metro's YouTube channel and linked to the website and StoryMap. We will send an email with those links once they're available.

There is still time to submit your scoping comments! The comment period is open now through **Friday, February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

For additional information, please visit the interactive StoryMap and Metro's blog The Source.

Interactive StoryMap

The Source Post

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **Friday, February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

Join Us

If you were unable to participate in the first scoping meeting, please note that there are two more opportunities to attend a scoping meeting. Each scoping meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

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6pm-8pm
ID: 964 8792 4301
Passcode: 550195
Call-in: 669.900.6833

Jan. 11 Registration

Saturday, January 22, 2022
10am-12pm
ID: 999 3010 8496
Passcode: 270559
Call-in: 669.900.6833

Jan. 22 Registration

In Other News

After waiving bus fares during the COVID-19 pandemic, Metro will resume collecting fares on January 10, 2022. Eligible riders can sign up for the Low-Income Fare is Easy (LIFE) program which offers discounted weekly and monthly transit passes. For more information on the LIFE program, please visit metro.net/life.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

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Proyecto de Transporte del Corredor Sepulveda

¡Gracias por acompañarnos!

Gracias a los 240 miembros de la comunidad que se unieron a nosotros en nuestra primera de las tres reuniones públicas virtuales de alcance para el proyecto del Corredor de Tránsito Sepúlveda. Como se discutió en la reunión, aquí están los enlaces que se compartieron:

Página web del proyecto
StoryMap interactivo
Preguntas frecuentes (FAQ)
Formulario de comentarios en línea
Las asociaciones público-privadas (p3)
Resumen de la revisión ambiental
Programa Low-Income Fare is Easy (LIFE)

Las grabaciones de vídeo de la presenación se publicarán en inglés y español en el canal de YouTube de Metro y se enlazarán con el sitio web y StoryMap. Enviaremos un correo electrónico con esos enlaces una vez que estén disponibles.

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022** . Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Para obtener información adicional, visite el StoryMap interactivo y el blog The Source de Metro.

StoryMap interactivo

The Source (inglés)

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022** .

Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

sepulvedatransit@metro.net

213.922.7375

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

Únase a nosotros

Si no puede participar en la primera reunión de alcance, tenga en cuenta que hay dos oportunidades más para asistir a una reunión de alcance. Cada reunión de alcance ofrecerá interpretación al español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Martes 11 de enero de 2022
6pm-8pm
ID del seminario web: 964 8792 4301
Código de acceso: 550195
Para llamar, marque: 669.900.6833

Registración

Sábado 22 de enero de 2022
10am-12pm
ID del seminario web: 999 3010 8496
Código de acceso: 270559
Para llamar, marque: 669.900.6833

Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

Cambiando de tema

Después de renunciar a las tarifas de autobús durante la pandemia de COVID-19, reanudaremos nuevamente el cobro de tarifas el 10 de enero de 2022. Puede inscribirse en el programa Low-Income Fare is Easy (LIFE) que ofrece pases de tránsito semanales y mensuales con descuento. Para obtener más información sobre el programa LIFE, visite metro.net/life.

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

213.922.7375

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

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2021 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Sepulveda Transit Corridor Project

Español

Scoping meeting recordings are now available!

Thank you to the 240 community members who joined us at our first of three public scoping meetings for the Sepulveda Transit Corridor project. For those who were not able to attend, video recordings of the presentation have been posted in both English and Spanish to Metro's YouTube channel and linked to the website and StoryMap.

There is still time to submit your scoping comments! The comment period is open now through **February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

To view the scoping meeting recordings, please follow the links below:

- English Scoping Meeting Presentation
- Spanish Scoping Meeting Presentation

For additional information, please visit the interactive StoryMap and Metro's blog The Source.

Interactive StoryMap

The Source Post

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

Join Us

If you were unable to participate in the first scoping meeting, please note that there are two more opportunities to attend a scoping meeting. Each scoping meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Tuesday, January 11, 2022
6pm-8pm
ID: 964 8792 4301
Passcode: 550195
Call-in: 669.900.6833

Jan.11 Registration

Saturday, January 22, 2022
10am-12pm
ID: 999 3010 8496
Passcode: 270559
Call-in: 669.900.6833

Jan.22 Registration

Fare Collection Resumes January 10, 2022

Be ready with your Tap Card starting **January 10, 2022.** Student **K-12 Tap Cards** are available. Low Income Fare is available through Metro's **LIFE program**. College and University students can access Tap Cards through this **link**. For all fare information, and program details please visit **https://www.metro.net/riding/fares/**

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

213.922.7375

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Proyecto de Transporte del Corredor Sepulveda

¡Las grabaciones de las reuniones de alcance ya están disponibles!

Gracias a los 240 miembros de la comunidad que se unieron a nosotros en nuestra primera de las tres reuniones públicas virtuales de alcance para el proyecto del Corredor de Tránsito Sepúlveda.

Las grabaciones de vídeo de la presenación han sido publicadas en inglés y español en el canal de YouTube de Metro y se enlazarán con el sitio web y StoryMap.

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022**. Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Para ver las grabaciones de la reunión de alcance, siga los enlaces a continuación:
Grabación en inglés
Grabación en español

Para obtener información adicional, visite el StoryMap interactivo y el blog The Source de Metro.

StoryMap interactivo

The Source (inglés)

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022**. Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

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213.922.7375

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

Únase a nosotros

Si no puede participar en la primera reunión de alcance, tenga en cuenta que hay dos oportunidades más para asistir a una reunión de alcance. Cada reunión de alcance ofrecerá interpretación al español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Martes 11 de enero de 2022
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Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

Cambiando de tema

Prepárate con tu tarjeta Tap Card a partir del 10 de enero de 2022. Hay disponibles tarjetas de toque para estudiantes K-12. La tarifa de bajos ingresos está disponible a través del programa LIFE de Metro. Los estudiantes universitarios y universitarios pueden acceder a las tarjetas Tap Card a través de este enlace. Para obtener toda la información sobre las tarifas y los detalles del programa, visite: https://www.metro.net/riding/fares/

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

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2021 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Sepulveda Transit Corridor Project

Español

Join us next week for a virtual scoping meeting!

Metro is hosting a second virtual scoping meeting for the Sepulveda Transit Corridor project. Join us **Tuesday, January 11, 2022, from 6:00pm to 8:00pm** to provide your input. The project proposes to create a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. In addition to providing local and regional transit connections, the proposed project is anticipated to improve access to employment, educational, and cultural centers across the greater Los Angeles area.

Register Here

The environmental review process is underway, and scoping meetings serve as an opportunity to gain valuable stakeholder feedback in order to fully address mobility needs within the project area.

There is still time to submit your scoping comments! The comment period is open now through Friday, **February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

Join Us

After next week's scoping meeting on **Tuesday, January 11**, **2022,** there is one more opportunity to provide oral comments on **Saturday, January 22, 2022**. The final virtual public scoping meeting on Zoom will provide information on the project and opportunities for public feedback on the project alternatives. Each meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Saturday, January 22, 2022
10am to 12pm
ID: 999 3010 8496
Passcode: 270559
Call-in: 669.900.6833

Jan.22 Registration

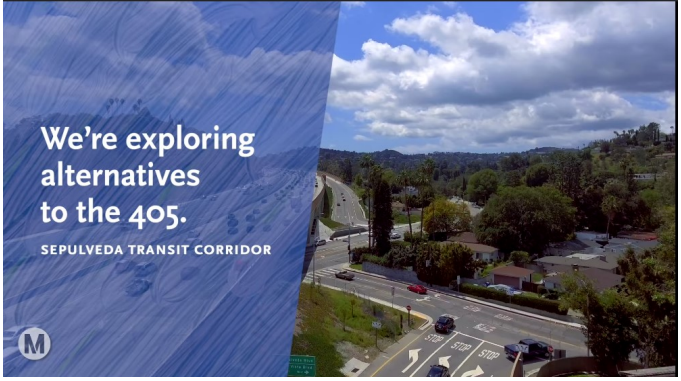
Fare Collection Resumes January 10, 2022

Be ready with your Tap Card starting **January 10, 2022.** Student **K-12 Tap Cards** are available. Low Income Fare is available through Metro's **LIFE program**. College and University students can access Tap Cards through this **link**. For all fare information, and program details please visit **https://www.metro.net/riding/fares/**

About the Project

The Sepulveda Transit Corridor Project will provide a high-quality transit service that will effectively serve a large and growing travel market between the San Fernando Valley and the Westside and eventually to LAX. 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.

To learn more about the project and proposed alternatives, watch our video below, visit our **website** or the interactive **StoryMap**.



Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media below.

metro.net/sepulvedacorridor/

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Proyecto de Transporte del Corredor Sepulveda

¡Únase a nosotros la próxima semana para una reunión virtual de alcance!

Metro está organizando una segunda reunión virtual de alcance para el Proyecto del Corredor de Tránsito Sepúlveda. Asista a la reunión **el martes 11 de enero de 2022, de 6:00 p.m. a 8:00 p.m.** para proporcionar su opinión. El proyecto propone crear una opción de servicio de tránsito confiable y de alta calidad que conecte el Valle de San Fernando y el Westside. Además de proporcionar conexiones de tránsito locales y regionales, se prevé que el proyecto propuesto mejore el acceso a centros de empleo, educativos y culturales en el área metropolitana de Los Angeles.

Registración

El proceso de revisión ambiental está en marcha, y las reuniones de alcance sirven como una oportunidad para obtener información valiosa de las partes interesadas del corredor a fin de abordar plenamente las necesidades de movilidad en el área del proyecto.

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022** . Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022** . Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

sepulvedatransit@metro.net

213.922.7375

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

Únase a nosotros

Después de la reunión de alcance de la próxima semana el **martes 11 de enero de 2022,** hay una oportunidad más para proporcionar comentarios orales el **sábado 22 de enero de 2022.** Las reuniones finales de alcance público virtual sobre Zoom proporcionarán información sobre el proyecto y oportunidades para la opinión pública sobre las alternativas del proyecto. Cada reunión de alcance ofrecerá interpretación al español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Sábado 22 de enero de 2022
10am-12pm
ID del seminario web: 999 3010 8496
Código de acceso: 270559
Para llamar, marque: 669.900.6833

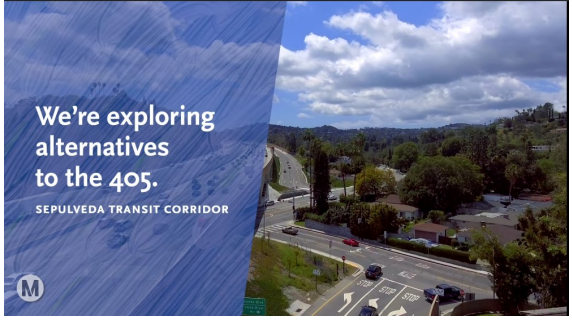
Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

Cambiando de tema

El Proyecto del Corredor de Transporte de Sepúlveda proporcionará un servicio de transporte de alta calidad que prestará servicio de forma efectiva a un gran mercado de viajes en crecimiento entre el Valle de San Fernando, y el Westside y eventualmente el Aeropuerto Internacional de Los Angeles (LAX). Para que el transporte público sea una opción de viaje competitiva que atraiga a nuevos pasajeros, es necesario aumentar la velocidad, la frecuencia, la capacidad y confiabilidad del servicio de transporte público, y proporcionar conexiones convenientes a los corredores de transporte público existentes y previstos.

Para obtener más información sobre el proyecto y la alternativa propuesta, vea nuestro video a continuación, visite nuestro sitio web o el StoryMap interactivo.



Cambiando de tema

Prepárate con tu tarjeta Tap Card a partir del 10 de enero de 2022. Hay disponibles tarjetas de toque para estudiantes K-12. La tarifa de bajos ingresos está disponible a través del programa LIFE de Metro. Los estudiantes universitarios y universitarios pueden acceder a las tarjetas Tap Card a través de este enlace. Para obtener toda la información sobre las tarifas y los detalles del programa, visite: https://www.metro.net/riding/fares/

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

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Sepulveda Transit Corridor Project

Español

Thank You for Joining Us!

Thank you to the 185 community members who joined us at our second of three virtual public scoping meetings for the Sepulveda Transit Corridor project. As discussed in the meeting, here are the links that were shared:

Project Website
Story Map
FAQ
Online Comment Form
Public-Private Partnership (P3) Fact Sheet
Environmental Process Fact Sheet
LIFE Program

The video recordings of the presentation will be posted in English and Spanish to Metro's YouTube channel and linked to the website and StoryMap. We will send an email with those links once they're available.

There is still time to submit your scoping comments! The comment period is open now through **Friday, February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

The environmental review will take into consideration the questions and comments provided during the scoping period and carefully analyze a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released. We appreciate your patience.

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping meeting by **Friday, February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

Join Us

If you were not able to join our first two scoping meetings, please note that there is one more opportunity to attend a scoping meeting. The last scoping meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Saturday, January 22, 2022
10am-12pm
ID: 999 3010 8496
Passcode: 270559
Call-in: 669.900.6833

Jan. 22 Registration

In Other News

Field Work for the Sepulveda Transit Corridor
As part of the environmental review process for the Sepulveda Transit Corridor Project, Metro's technical contractors and consultants will perform field work to evaluate and gather information on existing geological conditions throughout the project study area. Work will occur in and near the communities of Bel Air, Beverly Crest, Beverly Glen, and Sherman Oaks and is anticipated to start Tuesday, January 18, 2022 and will continue for approximately 3 months. There will be no impact to residents, businesses, or traffic during this activity. To learn more, click here.

Fare Collection Resumed on January 10th
After waiving bus fares during the COVID-19 pandemic, Metro resumed collecting fares on January 10, 2022. Eligible riders can sign up for the Low-Income Fare is Easy (LIFE) program which offers discounted weekly and monthly transit passes. For more information on the LIFE program, please visit metro.net/life.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

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Proyecto de Transporte del Corredor Sepulveda

¡Gracias por acompañarnos!

Gracias a los 185 miembros de la comunidad que se unieron a nuestra segunda de tres reuniones públicas virtuales de alcance para el proyecto del Corredor de Tránsito Sepúlveda. Como se discutió en la reunión, aquí están los enlaces que se compartieron:

Página web del proyecto
StoryMap interactivo
Preguntas frecuentes (FAQ)
Formulario de comentarios en línea
Las asociaciones público-privadas (p3)
Resumen de la revisión ambiental
Programa Low-Income Fare is Easy (LIFE)

Las grabaciones de vídeo de la presenación se publicarán en inglés y español en el canal de YouTube de Metro y se enlazarán con el sitio web y StoryMap. Enviaremos un correo electrónico con esos enlaces una vez que estén disponibles.

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022**. Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022**. Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

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

Acompáñenos

Si no pudo participar en las primeras dos reuniones de alcance, tenga en cuenta que hay una oportunidad más para asistir a una reunión de alcance. La última reunión de alcance ofrecerá interpretación en español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Sábado 22 de enero de 2022
10am-12pm
ID del seminario web: 999 3010 8496
Código de acceso: 270559
Para llamar, marque: 669.900.6833

Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

En otras noticias

Trabajo para el Corredor de Tránsito de Sepúlveda
Como parte del proceso de revisión ambiental para el Proyecto del Corredor de Tránsito de Sepúlveda, los consultores y contratistas técnicos de Metro realizarán trabajo para evaluar y recopilar información sobre las condiciones geológicas existentes en toda el área de estudio del proyecto. El trabajo se llevará a cabo en y cerca de las comunidades de Bel Air, Beverly Crest, Beverly Glen y Sherman Oaks y se prevé que comience el martes 18 de enero de 2022 y continúe aproximadamente 3 meses. No habrá impacto para los residentes, los negocios o el tráfico durante esta actividad. Para obtener más información, haga clic aquí.

Cobro de tarifas reanudado el 10 de enero
Después de renunciar a las tarifas de autobús durante la pandemia de COVID-19, Metro reanudó el cobro de tarifas el 10 de enero de 2022. Los pasajeros elegibles pueden inscribirse en el programa Low-Income Fare is Easy (LIFE), que ofrece pases de transporte semanales y mensuales con descuento. Para obtener más información sobre el programa LIFE, visite metro.net/life.

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de

información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

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2021 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Sepulveda Transit Corridor Project

Español

Scoping meeting recordings now available!

Thank you to the 185 community members who joined us at our second of three virtual public scoping meetings for the Sepulveda Transit Corridor project. For those who were not able to attend, video recordings of the presentation are now available using the Dropbox links below.

To view the scoping meeting recordings, please follow the links below:

- **English Scoping Meeting Presentation**
- **Spanish Scoping Meeting Presentation**

There is still time to submit your scoping comments! The comment period is open now through **Friday, February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

The environmental review will take into consideration the questions and comments provided during the scoping period and carefully analyze a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released. We appreciate your patience.

Join us for the final scoping meeting on January 22

Don't miss an opportunity to attend the final virtual scoping meeting for the Sepulveda Transit Corridor project. The meeting will be held **Saturday January 22, 2022, from 10:00am to 12:00pm.** The last scoping meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. *Metro will accommodate as many comments as possible based on time and capacity constraints.*

Saturday, January 22, 2022
10am-12pm
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Jan. 22 Registration

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Peter Carter, Project Manager, Metro, One Gateway Plaza,
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In Other News

Field Work for the Sepulveda Transit Corridor
As part of the environmental review process for the Sepulveda Transit Corridor Project, Metro's technical contractors and consultants will perform field work to evaluate and gather information on existing geological conditions throughout the project study area. Work will occur in and near the communities of Bel Air, Beverly Crest, Beverly Glen, and Sherman Oaks and is anticipated to start Tuesday, January 18, 2022 and will continue for approximately 3 months. There will be no impact to residents, businesses, or traffic during this activity. To learn more, click here.

Fare Collection Resumed on January 10th
After waiving bus fares during the COVID-19 pandemic, Metro resumed collecting fares on January 10, 2022. Eligible riders can sign up for the Low-Income Fare is Easy (LIFE) program which offers discounted weekly and monthly transit passes. For more information on the LIFE program, please visit metro.net/life.

Stay Connected

To learn more about the project, visit our project website, email us, call our project information line or find us on social media handles below.

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

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Proyecto de Transporte del Corredor Sepulveda

¡Las grabaciones de las reuniones de alcance ya están disponibles!

Gracias a los 185 miembros de la comunidad que se unieron a nosotros en nuestra primera de las tres reuniones públicas virtuales de alcance para el proyecto del Corredor de Tránsito Sepúlveda. Para todos aquellos que no pudieron asistir, las grabaciones de video de la presentación ahora están disponibles utilizando los enlaces de Dropbox a continuación.

Para ver las grabaciones de la reunión de alcance, siga los enlaces a continuación:

- Grabación en inglés
- Grabación en español

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022** . Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

Acompáñenos

Si no pudo participar en las primeras dos reuniones de alcance, tenga en cuenta que hay una oportunidad más para asistir a una reunión de alcance. La última reunión de alcance ofrecerá interpretación en español y contará con la misma presentación, seguida de comentarios orales. *Metro aceptará tantos comentarios como sea posible en función de las limitaciones de tiempo y capacidad.*

Sábado 22 de enero de 2022
10am-12pm
ID del seminario web: 999 3010 8496
Código de acceso: 270559
Para llamar, marque: 669.900.6833

Registración

Tenga en cuenta que la línea telefónica está disponible solo en inglés, la interpretación en español no está disponible a través de este método.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o en una reunión de alcance virtual antes del **11 de febrero de 2022**. Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

sepulvedatransit@metro.net

213.922.7375

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

En otras noticias

Trabajo para el Corredor de Tránsito de Sepúlveda
Como parte del proceso de revisión ambiental para el Proyecto del Corredor de Tránsito de Sepúlveda, los consultores y contratistas técnicos de Metro realizarán trabajo para evaluar y recopilar información sobre las condiciones geológicas existentes en toda el área de estudio del proyecto. El trabajo se llevará a cabo en y cerca de las comunidades de Bel Air, Beverly Crest, Beverly Glen y Sherman Oaks y se prevé que comience el martes 18 de enero de 2022 y continúe aproximadamente 3 meses. No habrá impacto para los residentes, los negocios o el tráfico durante esta actividad. Para obtener más información, haga clic aquí.

Cobro de tarifas reanudado el 10 de enero
Después de renunciar a las tarifas de autobús durante la pandemia de COVID-19, Metro reanudó el cobro de tarifas el 10 de enero de 2022. Los pasajeros elegibles pueden inscribirse en el programa Low-Income Fare is Easy (LIFE), que ofrece pases de transporte semanales y mensuales con descuento. Para obtener más información sobre el programa LIFE, visite metro.net/life.

Manténgase conectado

Para obtener más información sobre el proyecto, visite nuestro sitio web, envíenos un correo electrónico a *sepulvedatransit@metro.net* o llame a nuestra línea de información del proyecto al 213.922.7375.

Visite nuestra página web y búsquenos en nuestras redes sociales.

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2021 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

Sepulveda Transit Corridor Project

Español

Thank You for Joining Us!

Thank you to the 129 community members who joined us at our final virtual public scoping meeting for the Sepulveda Transit Corridor project. As discussed in the meeting, here are the links that were shared:

Project Website
StoryMap
FAQ
Online Comment Form
Public-Private Partnership (P3) Fact Sheet
Environmental Process Fact Sheet
LIFE Program

If you were unable to attend the final scoping meeting, the video recordings of the presentation are available in English and Spanish on the StoryMap and linked below.

To view the scoping meeting recordings, please follow the links below:

- English Scoping Meeting Presentation
- Spanish Scoping Meeting Presentation

We have completed all of the scoping meetings, but there is still time to submit your scoping comments! The comment period is open now through **Friday, February 11, 2022**. During this period, we encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

The environmental review will take into consideration the questions and comments provided during the scoping period and carefully analyze a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released. We appreciate your patience.

Submit Your Comments

Comments may be submitted via any of the following methods or at a virtual scoping

meeting by **Friday, February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Online Comment Form

sepulvedatransit@metro.net

213.922.7375

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

In Other News

Field Work for the Sepulveda Transit Corridor
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Proyecto de Transporte del Corredor Sepulveda

¡Gracias por acompañarnos!

Gracias a los 129 miembros de la comunidad que se unieron a nuestra segunda de tres reuniones virtuales de alcance público para el proyecto del Corredor de Tránsito Sepúlveda. Como se discutió en la reunión, aquí están los enlaces que sec compartieron:

Página web del proyecto
StoryMap interactivo
Preguntas frecuentes (FAQ)
Formulario de comentarios en línea
Las asociaciones público-privadas (p3)
Resumen de la revisión ambiental
Programa Low-Income Fare is Easy (LIFE)

Si no pudo asistir a la reunión final de alcance público, las grabaciones de video están disponibles en inglés y español en StoryMap y se vinculan a continuación.

Para ver las grabaciones de la reunión de alcance, siga los enlaces a continuación:

- Grabación en inglés
- Grabación en español

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022** . Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

La revisión ambiental tomara en cuenta las preguntas y los comentarios proporcionados durante el periodo de alcance y analizara cuidadosamente una amplia gama de temas que serán incluidos en el Borrador del Informe Ambiental (EIR, siglas en inglés) cuando sea publicado. Su paciencia es apreciada.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos o

en una reunión de alcance virtual antes del **11 de febrero de 2022**.
Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Formulario de comentarios en línea

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

En otras noticias

Trabajo para el Corredor de Tránsito de Sepúlveda
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Manténgase conectado

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Sepulveda Transit Corridor Project

Español

Last Week to Submit Comments!

This is the last week to submit your scoping comments! The comment period is open now through **this Friday, February 11, 2022**. We encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

The environmental review will take into consideration the questions and comments provided during the scoping period and carefully analyze a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released. We appreciate your patience.

If you were unable to attend any of the scoping meetings, video recordings of the presentations are available in English and Spanish on the StoryMap.

Submit Your Comments

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Proyecto de Transporte del Corredor Sepulveda

¡Ultima semana para enviar comentarios!

¡Todavía hay tiempo para enviar sus comentarios de alcance! El período de comentarios está abierto desde ahora hasta **el viernes 11 de febrero de 2022** . Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

La revisión ambiental tomara en cuenta las preguntas y los comentarios proporcionados durante el periodo de alcance y analizara cuidadosamente una amplia gama de temas que serán incluidos en el Borrador del Informe Ambiental (EIR, siglas en inglés) cuando sea publicado. Su paciencia es apreciada.

Si no tuvo oportunidad de asistir ninguna de nuestras juntas de alcance, las grabaciones están disponibles en inglés en nuestro sitio StoryMap.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos antes del **11 de febrero de 2022** . Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

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Sepulveda Transit Corridor Project

Español

Last Day to Submit Comments!

Today is the last day to submit your scoping comments! We encourage you to submit your thoughts and comments about the alternatives, as well as identify issues that may need to be addressed in the environmental review.

The environmental review will take into consideration the questions and comments provided during the scoping period and carefully analyze a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released.

If you were unable to attend any of the scoping meetings, video recordings of the presentations are available in English and Spanish on the StoryMap.

Submit Your Comments

Comments may be submitted via any of the following methods by **end of day today, February 11, 2022**. Regardless of the submittal method, all comments will be treated, evaluated and documented equally.

Next Steps

There will be additional opportunities for comment as the environmental process moves forward. We're also planning to report back on the scoping findings later this spring/summer. We appreciate your patience.

Online Comment Form

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In Other News

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Proyecto de Transporte del Corredor Sepulveda

¡Ultima día para enviar comentarios!

¡Hoy es el último día para enviar sus comentarios de alcance!
Durante este período, lo animamos a enviar sus pensamientos y comentarios sobre las alternativas, así como identificar problemas que puedan ser estudiados en la revisión ambiental.

La revisión ambiental tomara en cuenta las preguntas y los comentarios proporcionados durante el periodo de alcance y analizara cuidadosamente una amplia gama de temas que serán incluidos en el Borrador del Informe Ambiental (EIR, siglas en inglés) cuando sea publicado.

Si no tuvo oportunidad de asistir ninguna de nuestras juntas de alcance, las grabaciones están disponibles en inglés en nuestro sitio StoryMap.

Envíe sus comentarios

Los comentarios pueden enviarse a través de cualquiera de los siguientes métodos antes del **11 de febrero de 2022**. Independientemente del método de envío, todos los comentarios serán tratados, evaluados y documentados por igual.

Próximos pasos

Habrá oportunidades adicionales para hacer comentarios a medida que avance el proceso ambiental. También planeamos informar sobre los hallazgos de alcance más adelante esta primavera/verano. Su paciencia es apreciada.

Formulario de comentarios en línea

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Peter Carter, Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6,

Los Angeles, CA 90012

En otras noticias

Trabajo para el Corredor de Tránsito de Sepúlveda
Como parte del proceso de revisión ambiental para el Proyecto del Corredor de Tránsito de Sepúlveda, los consultores y contratistas técnicos de Metro realizarán trabajo para evaluar y recopilar información sobre las condiciones geológicas existentes en toda el área de estudio del proyecto. El trabajo se llevará a cabo en y cerca de las comunidades de Bel Air, Beverly Crest, Beverly Glen y Sherman Oaks y se prevé que comience el martes 18 de enero de 2022 y continúe aproximadamente 3 meses. No habrá impacto para los residentes, los negocios o el tráfico durante esta actividad. Para obtener más información, haga clic aquí.

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Sepulveda Transit Corridor Project

Español

Thank you for your participation!

Thank you all for participating in the recent public scoping period for the Sepulveda Transit Corridor Project. We received a very high volume of detailed and thoughtful comments and have begun to review them. Your feedback will help shape the next steps in the environmental review for this project. That analysis will consider the questions and comments provided by so many of you, and carefully evaluate a broad range of topics that will be included in the Draft Environmental Impact Report (EIR) when it is released.

Next Steps

There will be additional opportunities for input as the environmental process moves forward. We're also planning to report back on the scoping findings later this spring/summer. We appreciate your patience.

Stay Connected

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Proyecto de Transporte del Corredor Sepulveda

¡Gracias por su participación!

Gracias a todos los que participaron en el reciente periodo de alcance público para el Proyecto del Corredor de Tránsito de Sepúlveda. Recibimos una gran cantidad de comentarios detallados y pensativos y hemos comenzado a revisarlos. Sus comentarios ayudarán a dar forma a los próximos pasos en el proceso de revisión ambiental. La revisión ambiental tomara en cuenta las preguntas y los comentarios proporcionados durante el periodo de alcance y analizara cuidadosamente una amplia gama de temas que serán incluidos en el Borrador del Informe Ambiental (EIR, siglas en inglés) cuando sea publicado.

Habrá oportunidades adicionales para hacer comentarios a medida que avance el proceso ambiental. También planeamos informar sobre los resultados de alcance más adelante esta primavera o verano. Apreciamos su paciencia.

Manténgase conectado

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Appendix E. Bus Car Cards

We're exploring alternatives to the 405.
Metro is planning better transit to connect the Valley and Westside.
Metro
CONNECT TO THE PROJECT
metro.net/sepulvedacorridor
213.922.7375

We're exploring alternatives to the 405.
Metro is planning better transit to connect the Valley and Westside.
Metro

We're exploring alternatives to the 405.
Metro is planning better transit to connect the Valley and Westside.
CONNECT TO THE PROJECT
metro.net/sepulvedacorridor
213.922.7375
Metro

Estamos explorando alternativas al 405.
Metro está planeando un mejor tránsito para conectar el Valle y el Westside.
Metro
CONÉCTESE AL PROYECTO
metro.net/sepulvedacorridor
213.922.7375

Estamos explorando alternativas al 405.
Metro está planeando un mejor tránsito para conectar el Valle y el Westside.
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Metro
CONÉCTESE AL PROYECTO
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213.922.7375

Appendix F. Social Media Posts

Metro Los Angeles created an online **event**.
November 24, 2021 ·

SAT, JAN 22

Sepulveda Transit Corridor Public Scoping Meeting

1 person went

☆ Interested

7

1 Comment

Metro Los Angeles created an online **event**.
November 24, 2021 ·

TUE, JAN 11

Sepulveda Transit Corridor Public Scoping Meeting

Causes · 104 people

☆ Interested

5

1 Comment

LA Metro
@metrolosangeles

Public comment period for the Sepulveda Transit Corridor environmental study begins today.
mtro.la/h29G50H0alu

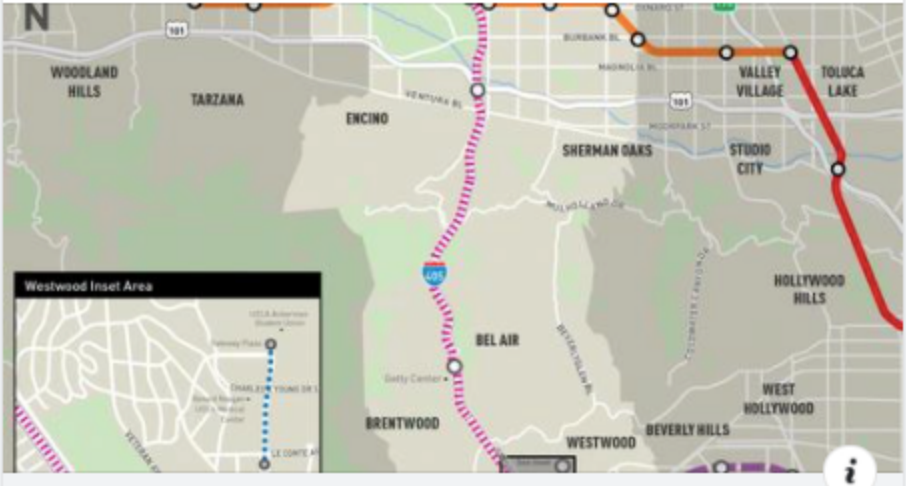
1:45 PM · Nov 30, 2021 · Hootsuite Inc.

57 Retweets **71** Quote Tweets **200** Likes

Metro Los Angeles
November 30, 2021 ·

Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which will build a heavy rail line or monorail between the San Fernando Valley and the Westside.

As part of the environmental review, a formal public comment period will begin today, November 30, and will run through February 11, 2022.



THESOURCE.METRO.NET

Public comment period begins today for Sepulveda Transit Corridor environmental study; here are the six...

97 27 Comments 10 Shares

LA Metro
@metrolosangeles

Public comment period for the Sepulveda Transit Corridor environmental study is now open.
mtro.la/m1Ze50H0aLP

2:45 PM · Dec 2, 2021 · Hootsuite Inc.

9 Retweets **6** Quote Tweets **41** Likes

AT&T 11:50 AM 76%
Search Nextdoor 99+

Los Angeles County Metropolitan Transportation Authority (Metr...

Community Relations Manager
Ginny Brideau · 4h

Metro Sepulveda Transit Corridor Project Public Scoping Meeting. Join us for a virtual scoping meeting on Tuesday, December 7 (11:30am-1:30pm) to provide your input on six proposed alternatives for the Metro Sepulveda Transit Corridor Project which will connect the Valley and Westside with high-capacity, reliable transit service. Register: https://bit.ly/3EtZouJ

Learn more: https://bit.ly/3pvlB5l

5

LA Metro
@metrolosangeles

Public comment period for the Sepulveda Transit Corridor environmental study is now open.
mtro.la/qMzY50H0aNn

10:05 AM · Dec 14, 2021 · Hootsuite Inc.

43 Retweets **11** Quote Tweets **125** Likes

Metro Los Angeles
January 6 ·

Learn more about the Sepulveda Transit Corridor project at an upcoming meeting. The project will build a heavy rail line or monorail between the San Fernando Valley and the Westside.

THESOURCE.METRO.NET

Reminder: virtual meetings on Jan. 11 and Jan. 22 for Sepulveda Transit Corridor project

32 12 Comments 2 Shares

LA Metro
@metrolosangeles

Reminder: we're hosting virtual meetings on Jan. 11 and Jan. 22 for Sepulveda Transit Corridor project. mtro.la/HmfA50Ho75v

10:10 AM · Jan 7, 2022 · Hootsuite Inc.

12 Retweets **16** Likes

Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 10 Jan

Metro Sepulveda Transit Corridor Project Public Scoping Meeting #2. Join us for a virtual scoping meeting on Tuesday, January 11 (6pm-8pm) to provide your input on six proposed alternatives for the Metro Sepulveda Transit Corridor Project which will connect the Valley and Westside with high-capacity, reliable transit service.
Register: https://bit.ly/SepulvedaJan11

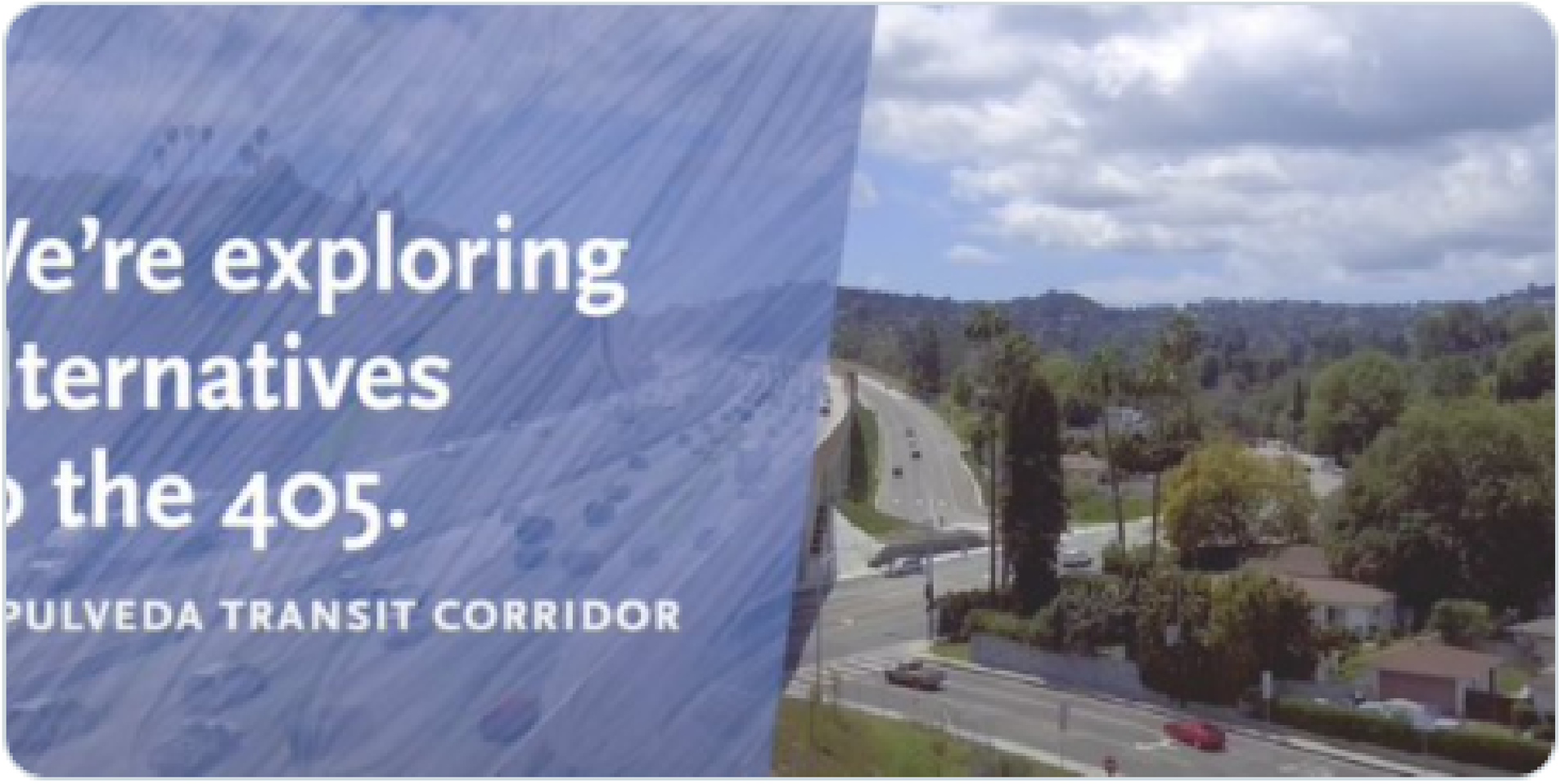
Learn more: https://bit.ly/3JOdiuH

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)**

28 Comment Share

LA Metro
@metrolosangeles

Tune in to our virtual meeting tonight at 6pm to learn more about the alternatives being considered for the Sepulveda Transit Corridor project. mtro.la/vZju50Ho77i



3:25 PM · Jan 11, 2022 · Hootsuite Inc.

8 Retweets **18** Likes

Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 19 Jan

Sepulveda Transit Corridor Project Public Scoping Meeting. Join us for a virtual scoping meeting on Saturday, January 22 (10am-12pm) to provide your input on six proposed alternatives for the Metro Sepulveda Transit Corridor Project which will connect the Valley and Westside with high-capacity, reliable transit service. Register: https://bit.ly/SepulvedaJan22

Learn more: https://bit.ly/3JOdiuH

zoom

Welcome! You are invited to join a webinar: Sepulveda Transit ...

zoom.us

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)**

18

Comment

Share

LA Metro
@metrolosangeles

Attend a virtual scoping meeting from 10 a.m. to Noon on Saturday for the Sepulveda Transit Corridor project. Register here: mtro.la/P6CM50HymQK

10:02 AM · Jan 21, 2022 · Hootsuite Inc.

24 Retweets **7** Quote Tweets **73** Likes

LA Metro
@metrolosangeles

Tune in to our virtual meeting today at 10am to learn more about the alternatives being considered for the Sepulveda Transit Corridor project.
mtro.la/789h50Ho79a

9:01 AM · Jan 22, 2022 · Hootsuite Inc.

4 Retweets **1** Quote Tweet **14** Likes

AT&T 6:49 AM 100%

Home Favorites Recent

Metro Los Angeles
Sponsored ·

Metro has a plan to make it easier to get around, which includes a new rail line through the Sepulveda Pass. Attend a virtual community meeting to learn more.

TODAY AT 11:30 AM
Sepulveda Transit Corridor Public Scoping Meeting

INTERESTED

245 68 Comments

Like Comment Share

AT&T 6:38 PM 30%

Metro Los Angeles
Sponsored ·

Metro has a plan to make it easier to get around, which includes a new rail line through the Sepulveda Pass. Attend a virtual community meeting to learn more.

TUE, JAN 11 AT 6 PM
Sepulveda Transit Corridor Public Scoping Meeting

INTERESTED

3

Like Comment Share

Appendix G. Print Advertisements

Los Angeles Daily News
605 E. Huntington Dr.
Monrovia, CA 91016

5005696

Legal No. **0011503098**

CALIFORNIA NEWSPAPER SERVICE BUREAU
PO BOX 60460
LOS ANGELES, CA 90060

FILE NO. 3531499

PROOF OF PUBLICATION
AFFIDAVIT
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the matter. I am the principal clerk of the printer of the Daily News, a newspaper of general circulation published 7 times weekly in the City of Los Angeles, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

12/02/2021

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, LA Co. California,
on this 2nd day of December, 2021.

JButikofer

Signature

A000005889365

Metro

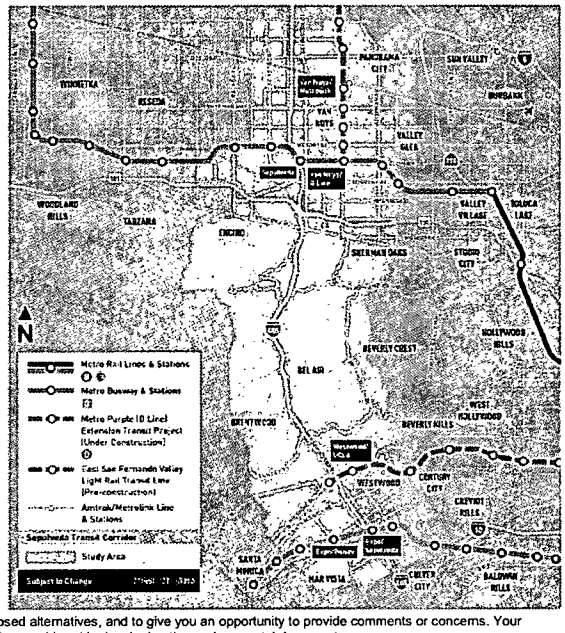
PUBLIC SCOPING NOTICE

Sepulveda Transit Corridor Project
Availability of Notice of Preparation of an Environmental Impact Report (EIR) and Notice of Public Meetings

WHAT IS BEING PLANNED?
The Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the preparation of an Environmental Impact Report (EIR) for the Sepulveda Transit Corridor Project (Proposed Project) in Los Angeles County, California. The goals of the Proposed Project are to 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, and enhance resiliency.

The Proposed Project would construct and operate a high-capacity fixed guideway transit option across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. The alternatives under consideration would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, and the Metro G Line (Orange), D Line (Purple), and E Line. The six build alternatives being proposed may be modified as a result of comments received during scoping. A "no build" alternative is also being considered.

Metro is the lead agency under the California Environmental Quality Act. The EIR, a study required by state law, will be prepared and is an assessment of the likely influences that future improvements may have on the environment and communities within and adjacent to the study area. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.



WHY THIS NOTICE?
Metro is initiating environmental and engineering studies for this project. Virtual public scoping meetings will be held to inform you about the project and the proposed alternatives, and to give you an opportunity to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document.

WHAT IS AVAILABLE?
The Notice of Preparation (NOP) of an Environmental Impact Report is available for public review at https://www.metro.net/projects/sepulvedacorridor/.

WHERE YOU COME IN
Public scoping meetings will be held virtually during the public scoping period on December 7, 2021, January 11, 2022, and January 22, 2022. The purpose of the public scoping meetings is to obtain public feedback on the project's goals and objectives as well as on the range of proposed alternatives, and the issues to be studied in the EIR. Comments may be submitted during the public scoping period through February 11, 2022 via mail, email, online via comment form, or by phone. Submit comments by mail to the following address: Peter Carter, Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012. Submit comments by email to sepulvedatransit@metro.net. Submit comments online at www.metro.net/sepulvedacorridor. Submit comments via phone at (213) 922-7375. For more information, please visit the project website at https://www.metro.net/projects/sepulvedacorridor/.

The virtual public scoping meetings will be held online on the following dates, times, and meeting links.

Date:	December 7, 2021
Time:	11:30am – 1:30pm
Webinar ID:	919 0173 3110
Passcode:	819995
Webinar link:	https://bit.ly/SepulvedaDec7
Call in:	669.900.6833

Date:	January 11, 2022
Time:	6:00pm – 8:00pm
Webinar ID:	964 8792 4301
Passcode:	550195
Webinar link:	https://bit.ly/SepulvedaJan11
Call in:	669.900.6833

Date:	January 22, 2022
Time:	10:00am – noon
Webinar ID:	999 3010 8496
Passcode:	270559
Webinar link:	https://bit.ly/SepulvedaJan22
Call in:	669.900.6833

CONTACT/SPECIAL ACCOMMODATIONS
Spanish translation will be provided at all public scoping meetings. All Metro meetings support needs associated with the Americans with Disability Act (ADA). ADA accommodations and real-time translations for languages other than Spanish are available by calling 213.922.7375 at least 72 hours in advance of the meeting.

CNSB#3531499

LOS ANGELES SENTINEL

This space for filing stamp only

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Telephone (323) 299-3800 / Fax (323) 299-3896

KEENAN WRIGHT
MTA/PURCHASING DEPT
ONE GATEWAY PLAZA, MS 99-12-1
LOS ANGELES, CA - 90012

CNS#: 3531501

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:
Sepulveda Transit Corridor Project To Support Public Scoping _EIR_Nov2021

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the LOS ANGELES SENTINEL, a newspaper published in the English language in the city of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date of 08/25/1938, Case No. 430764. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

12/02/2021

Executed on: 12/13/2021
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

* A 0 0 0 0 0 5 8 9 6 5 5 2 *

Email

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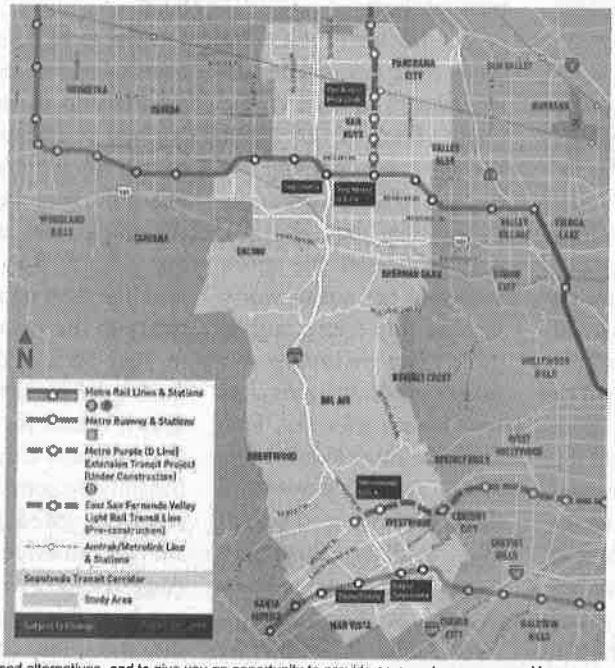

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Webinar link:	https://bit.ly/SepulvedaDec7
Call in:	669.900.6833

Date:	January 11, 2022
Time:	6:00pm – 8:00pm
Webinar ID:	964 8792 4301
Passcode:	550195
Webinar link:	https://bit.ly/SepulvedaJan11
Call in:	669.900.6833

Date:	January 22, 2022
Time:	10:00am – noon
Webinar ID:	999 3010 8496
Passcode:	270559
Webinar link:	https://bit.ly/SepulvedaJan22
Call in:	669.900.6833

CONTACT/SPECIAL ACCOMMODATIONS

Spanish translation will be provided at all public scoping meetings. All Metro meetings support needs associated with the Americans with Disability Act (ADA). ADA accommodations and real-time translations for languages other than Spanish are available by calling 213.922.7375 at least 72 hours in advance of the meeting.

CNSB#3531501

PROOF OF PUBLICATION
(2015.5C.C.P)

La Opinión

PO Box 71847, Los Angeles, CA 90071
Tel: (213)896-2260 • Fax: (213)-896-2260

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

December 02

all in the year 2021

I certified (or declared) under penalty of perjury that the foregoing is true and correct.
Dated at Los Angeles, California, this

02 day of December, 2021

Rosa Berumen
Signature

353|500

AVD #017 Cont
Rev. 03/12

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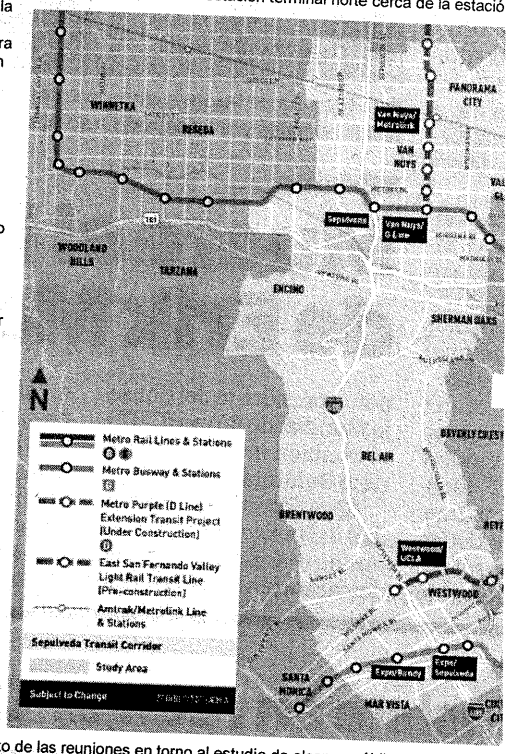
AVISO SOBRE ESTUDIO DE ALCANCE PÚBLICO
Proyecto de Corredor de Transporte de Sepúlveda
Disponibilidad de Aviso de Preparación de Evaluación de Impacto Ambient
Aviso de Reuniones Públicas

¿QUÉ SE PLANIFICA?
La Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro) inicia la preparación de una Evaluación de im
el proyecto Corredor de Transporte de Sepúlveda (proyecto propuesto) en el condado de Los Angeles, California. Los objetiv
son mejorar la movilidad, aumentar la accesibilidad y promover la igualdad, apoyar el desarrollo económico y de la comunidac
ambientales y respaldar un sistema de transporte sostenible, brindar una solución rentable y minimizar los riesgos y mejorar l
recuperación.

En el marco del proyecto se establecerá y operará una opción de transporte guiado de gran capacidad por las montañas de S
alrededores de Sepúlveda Pass. Las alternativas que se están evaluando son: una estación terminal norte cerca de la estació
Metrolink/Amtrak y una estación terminal sur cerca de la línea E de Metro (Expo), incluidas estaciones que ofrecen conexiones con la línea del condado de Ventura de Metrolink, el Corredor de Tránsito de Tren Ligero en el Valle de San Fernando este y la línea G de Metro (naranja), la línea D (Morada) y la línea E. Las seis alternativas de construcción propuestas pueden modificarse a partir de los comentarios que se reciban durante el estudio de alcance. También se considera una alternativa "sin construcción".



Metro es la agencia líder según la Ley de Calidad Ambiental de California. Se preparará la EIR, un estudio requerido por la ley estatal. En dicho estudio, se realiza una evaluación de cómo podrían influir las futuras mejoras en el medioambiente y en las comunidades dentro de la zona de estudio y adyacentes a esta. La evaluación incluye un análisis de las maneras de reducir o evitar posibles impactos ambientales adversos.

¿POR QUÉ SE BRINDA ESTE AVISO?
Metro llevará a cabo estudios ambientales y de ingeniería para este proyecto. Se realizarán reuniones en torno al estudio de alcance público de manera virtual para mantenerlo informado sobre el proyecto y las alternativas propuestas y para que pueda compartir sus comentarios o inquietudes. Sus comentarios formarán parte del registro público y se tendrán en cuenta en el desarrollo del documento ambiental.

¿QUÉ SE ENCUENTRA DISPONIBLE?
El Aviso de preparación (NOP) de una Evaluación de impacto ambiental está disponible para que el público pueda revisarlo en https://www.metro.net/projects/sepulvedacorridor/.

¿CÓMO PUEDE PARTICIPAR?
Las reuniones sobre el estudio de alcance público se realizarán de manera virtual durante el período del estudio de alcance público el 7 de diciembre de 2021, el 11 de enero de 2022 y el 22 de enero de 2022. El propósito de las reuniones en torno al estudio de alcance público es recibir com
sobre los objetivos y las metas del proyecto, así como también sobre el rango de alternativas propuestas y los temas que se estu
Puede enviar sus comentarios durante el período del estudio de alcance público hasta el 11 de febrero de 2022 por correo postal,
electrónico, en línea, a través de un formulario de comentarios o por teléfono. Envíe los comentarios por correo a la siguiente dire
Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012. Envíe los comentarios por correo electr
sepulvedatransit@metro.net. Envíe los comentarios en línea en www.metro.net/sepulvedacorridor. Comunique sus comentarios p
(213) 922-7375. Para obtener más información, visite el sitio web del proyecto en https://www.metro.net/projects/sepulvedacorrido

Las reuniones sobre el estudio de alcance público se realizarán en línea los siguientes días y horarios, a través de los siguientes e

Fecha:	7 de diciembre de 2021
Hora:	11:30am a 1:30pm
ID del seminario web:	919 0173 3110
Código de acceso:	819995
Enlace al seminario web:	https://bit.ly/SepulvedaDec7
Para acceder por teléfono:	669.900.6833

Fecha:	11 de enero de 2022
Hora:	6:00pm a 8:00pm
ID del seminario web:	964 8792 4301
Código de acceso:	550195
Enlace al seminario web:	https://bit.ly/SepulvedaJan11
Para acceder por teléfono:	669.900.6833

Fecha:	22 de enero de 2022
Hora:	10:00am al mediodía
ID del seminario web:	999 3010 8496
Código de acceso:	270559
Enlace al seminario web:	https://bit.ly/SepulvedaJan22
Para acceder por teléfono:	669.900.6833

CONTACTO/SERVICIOS ESPECIALES
Se ofrecerá traducción al español en todas las reuniones en torno al estudio de alcance público. Todas las reuniones de Metro conte
necesidades establecidas por la Ley para Estadounidenses con Discapacidades (ADA). Para solicitar servicios especiales según la A
en tiempo real para idiomas que no sean español, llame al (213) 922.7375 al menos 72 horas antes de la reunión.

109-104737-1

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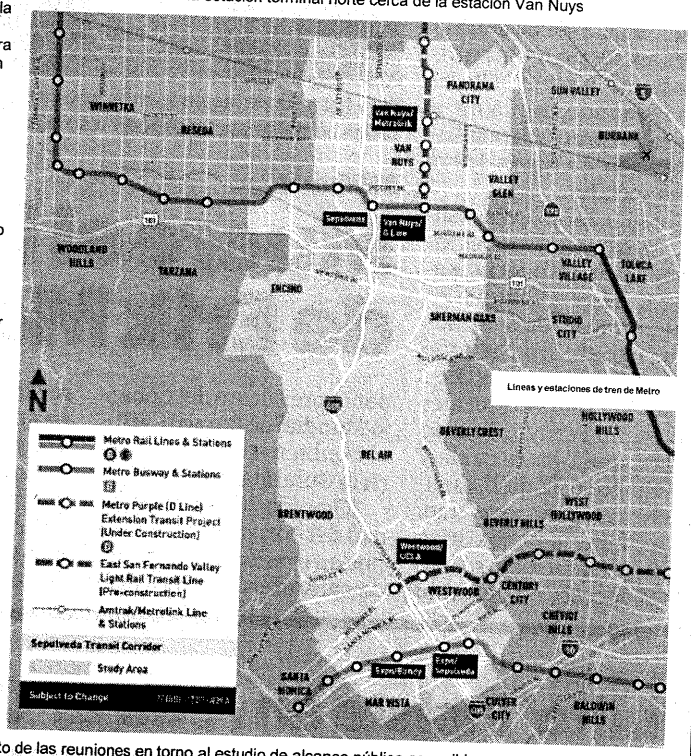
Metro

AVISO SOBRE ESTUDIO DE ALCANCE PÚBLICO

Proyecto de Corredor de Transporte de Sepúlveda
Disponibilidad de Aviso de Preparación de Evaluación de Impacto Ambiental (EIR) y Aviso de Reuniones Públicas

¿QUÉ SE PLANIFICA?
La Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro) inicia la preparación de una Evaluación de impacto ambiental (EIR) para el proyecto Corredor de Transporte de Sepúlveda (proyecto propuesto) en el condado de Los Angeles, California. Los objetivos del proyecto propuesto son mejorar la movilidad, aumentar la accesibilidad y promover la igualdad, apoyar el desarrollo económico y de la comunidad, proteger los recursos ambientales y respaldar un sistema de transporte sostenible, brindar una solución rentable y minimizar los riesgos y mejorar la capacidad de recuperación.

En el marco del proyecto se establecerá y operará una opción de transporte guiado de gran capacidad por las montañas de Santa Monica en los alrededores de Sepúlveda Pass. Las alternativas que se están evaluando son: una estación terminal norte cerca de la estación Van Nuys Metrolink/Amtrak y una estación terminal sur cerca de la línea E de Metro (Expo), incluidas estaciones que ofrecen conexiones con la línea del condado de Ventura de Metrolink, el Corredor de Tránsito de Tren Ligero en el Valle de San Fernando este y la línea G de Metro (naranja), la línea D (Morada) y la línea E. Las seis alternativas de construcción propuestas pueden modificarse a partir de los comentarios que se reciban durante el estudio de alcance. También se considera una alternativa "sin construcción".



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¿QUÉ SE ENCUENTRA DISPONIBLE?
El Aviso de preparación (NOP) de una Evaluación de impacto ambiental está disponible para que el público pueda revisarlo en https://www.metro.net/projects/sepulvedacorridor/.

¿CÓMO PUEDE PARTICIPAR?
Las reuniones sobre el estudio de alcance público se realizarán de manera virtual durante el período del estudio de alcance público el 7 de diciembre de 2021, el 11 de enero de 2022 y el 22 de enero de 2022. El propósito de las reuniones en torno al estudio de alcance público es recibir comentarios del público sobre los objetivos y las metas del proyecto, así como también sobre el rango de alternativas propuestas y los temas que se estudiarán en la EIR. Puede enviar sus comentarios durante el período del estudio de alcance público hasta el 11 de febrero de 2022 por correo postal, por correo electrónico, en línea, a través de un formulario de comentarios o por teléfono. Envíe los comentarios por correo a la siguiente dirección: Peter Carter, Project Manager, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012. Envíe los comentarios por correo electrónico a sepulvedatransit@metro.net. Envíe los comentarios en línea en www.metro.net/sepulvedacorridor. Comunique sus comentarios por teléfono llamando al (213) 922-7375. Para obtener más información, visite el sitio web del proyecto en https://www.metro.net/projects/sepulvedacorridor/.

Las reuniones sobre el estudio de alcance público se realizarán en línea los siguientes días y horarios, a través de los siguientes enlaces:

Fecha:	7 de diciembre de 2021
Hora:	11:30am a 1:30pm
ID del seminario web:	919 0173 3110
Código de acceso:	819995
Enlace al seminario web:	https://bit.ly/SepulvedaDec7
Para acceder por teléfono:	669.900.6833

Fecha:	11 de enero de 2022
Hora:	6:00pm a 8:00pm
ID del seminario web:	964 8792 4301
Código de acceso:	550195
Enlace al seminario web:	https://bit.ly/SepulvedaJan11
Para acceder por teléfono:	669.900.6833

Fecha:	22 de enero de 2022
Hora:	10:00am al mediodía
ID del seminario web:	999 3010 8496
Código de acceso:	270559
Enlace al seminario web:	https://bit.ly/SepulvedaJan22
Para acceder por teléfono:	669.900.6833

CONTACTO/SERVICIOS ESPECIALES
Se ofrecerá traducción al español en todas las reuniones en torno al estudio de alcance público. Todas las reuniones de Metro contemplan las necesidades establecidas por la Ley para Estadounidenses con Discapacidades (ADA). Para solicitar servicios especiales según la ADA y traducciones en tiempo real para idiomas que no sean español, llame al (213) 922.7375 al menos 72 horas antes de la reunión.

109-104737-1

CNSB#3531500

Appendix H. Spanish Media – Online Advertisements

Metro

Nueva Línea de Ferrocarri

Metro tiene un plan que incluye un mejor tránsito con el Proyecto del Corredor de Tránsito

metro.net/sepulveda

Learn More

Metro Los Angeles
Sponsored ·

Metro tiene un plan que incluye un mejor tránsito con el Proyecto del Corredor de Tránsito de Sepúlveda. ¡Proporcione su opinión!

STORYMAPS.ARCGIS.COM
Línea ferroviaria del paso de Sepúlveda

LEARN MORE

Metro

Estamos explorando alternativas al 405.

Aprende más.

Estamos explorando alternativas al 405.

Metro

Aprende más.

Estamos explorando alternativas al 405.

PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPÚLVEDA

Aprende más.

Metro

Estamos explorando alternativas al 405.
PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPÚLVEDA
Aprende más.
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Estamos explorando alternativas al 405.
Aprende más.

Estamos explorando alternativas al 405.
Metro
Aprende más.

Estamos explorando alternativas al 405.
PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPÚLVEDA
Aprende más.
Metro

Appendix I. Project Website Screen Captures and StoryMap

M (/)

Service Change

Metro bus and rail service changes will occur on February 20. For updated schedules visit metro.net/mybus. Per federal law face masks are still required to ride on all buses and trains.

(https://mybus.metro.net/)

Sepulveda Transit Corridor Project

Metro is making strides to improve travel between the San Fernando Valley and the Westside.

Content

Overview

Status

Latest Updates

Tell us what you think

Documents

Contact Us

Overview

Location: San Fernando Valley, Westside Cities

Phase: Environmental Review

Type: Better Transit

Forecasted Opening: 2033-2035 (service to connect the San Fernando Valley and the Westside)

Metro has a plan to make it easier to get around by creating better transit options between the San Fernando Valley and the Westside. 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 working to evaluate alternatives for a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside.

Status

Metro has begun the environmental review phase with project scoping starting November 30, 2021 and continuing through February 11, 2022. View the Notice of Preparation (NOP) (https://www.dropbox.com/sh/0byerml83ks8dvy/AABMcS7P6Z7uIcleWmiZ2ZjAa/Notifications?dl=0&preview=Sepulveda+Transit+Corridor+Project_Notice+of+Preparation+(Nov+2021).pdf&subfolder_nav_tracking=1)**.**

The environmental review phase will consist of two components: 1) preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA); and 2) preparation of an Environmental Impact Statement in accordance with the national Environmental Policy Act (NEPA).

The environmental review process begins with a public scoping period, during which the public can provide input on the alternatives and inform the issues to be further studied during the development of the Draft Environmental Impact Report (DEIR). Following the end of the public scoping period, the project team will review scoping comments and begin technical analysis of the alternatives. Information from these studies will be published in the Draft EIR, which will be released for public review and comment.

During the environmental review phase, Metro is working with two private-sector teams, LA SkyRail Express and Sepulveda Transit Corridor Partners, under a first-of-its-kind pre-development agreement to develop design for project alternatives.

Watch this project update video to learn more about the alternatives and project status. (https://www.youtube.com/watch?v=-LbU-Wq0j1w)

And for more information, please visit our Interactive StoryMap. (https://storymaps.arcgis.com/stories/642fc3ce99c2418bbaeff9bf3bfe3804)
View the video recording from our December 2021 Public Scoping Meeting:

English: https://youtu.be/KcucT0xMZxA (https://youtu.be/KcucT0xMZxA)

English: https://youtu.be/KcdcT0xMZxA (https://youtu.be/KcdcT0xMZxA)

Spanish: https://youtu.be/ZPpgGPaZh8Q (https://youtu.be/ZPpgGPaZh8Q)

Latest Updates

Sepulveda Transit Corridor scoping deadline approaching – share your comments by Feb. 11, 2022 (https://thesource.metro.net/2022/01/31/sepulveda-transit-corridor-scoping-deadline-approaching-share-your-comments-by-feb-11-2022/)

Reminder: virtual meetings on Jan. 11 and Jan. 22 for Sepulveda Transit Corridor project (https://thesource.metro.net/2022/01/05/reminder-virtual-meetings-on-jan-11-and-jan-22-for-sepulveda-transit-corridor-project/)

Public comment period begins today for Sepulveda Transit Corridor environmental study; here are the six alternatives (https://thesource.metro.net/2021/11/30/public-comment-period-begins-today-for-sepulveda-transit-corridor-environmental-study-here-are-the-six-alternatives/)

Tell us what you think

Public scoping comments can be submitted between November 30, 2021 and February 11, 2022 during a virtual scoping meeting or via the online comment form, email, mail or telephone”

Online Comment

Form: https://bit.ly/SepulvedaCommentForm (https://bit.ly/SepulvedaCommentForm)

Project Hotline: 213.922.7375

Email: sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)

U.S. mail:

Peter Carter, Project Manager

Metro
One Gateway Plaza, Mail Stop 99-22-6

Los Angeles, CA 90012

ALL METRO MEETINGS (/EVENTS/)

Documents

All documents for this project.
(https://www.dropbox.com/sh/0byerml83ks8dvy/AACTtxrLEdmHQZ7JEEwUs0zva?dl=0)

Can't find something? Contact Public Records.
(https://www.metro.net/about/metrolibrary/record-services/)

Contact Us

Sign up for project updates. (mailto:sepulvedatransit@metro.net)

For general questions:

sepulvedatransit@metro.net (mailto:sepulvedatransit@metro.net)

213.922.7375

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*

x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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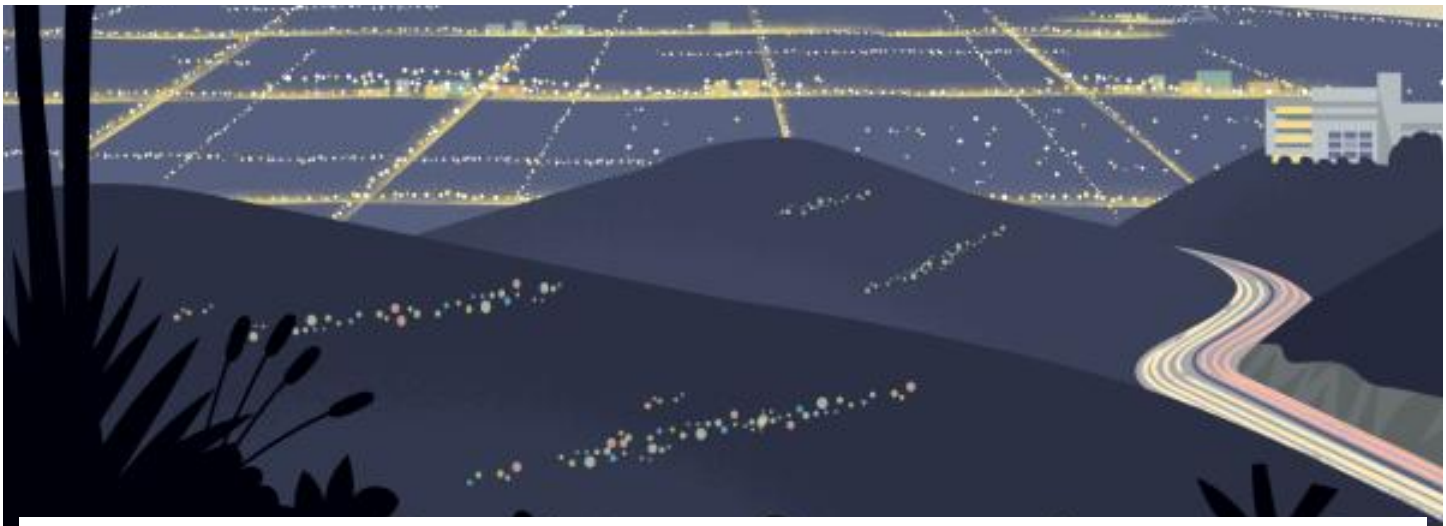


We're exploring alternatives to the 405.

Sepulveda Transit Corridor Project

Para español haga clic aquí

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.

Project Update Video

About the Project

Overview

Metro is beginning 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. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Proposed Project is anticipated to improve access to major employment, educational and cultural centers in the greater Los Angeles area.

For this project, Metro has established six goals:

Improve Mobility

- Increase transit frequency and decrease travel time
- Increase transit ridership
- Prioritize connections to high traffic points of interest
- Promote efficiency of transfer experience
- Support non-automobile First-Last Mile connections

Improve Accessibility and Promote Equity

- Improve access for Equity Focused Communities
- Target infrastructure and service investments towards those with the greatest mobility needs

Support Community and Economic Development

- Maximize benefits to the public relative to cost
- Maximize potential eligibility for state/federal funding

Protect Environmental Resources and Support a Sustainable Transportation System

- Increase opportunity for economic growth around stations
- Minimize physical barriers to communities
- Prioritize station placement and design that is consistent with community context

Provide a Cost-Effective Solution and Minimize Risk

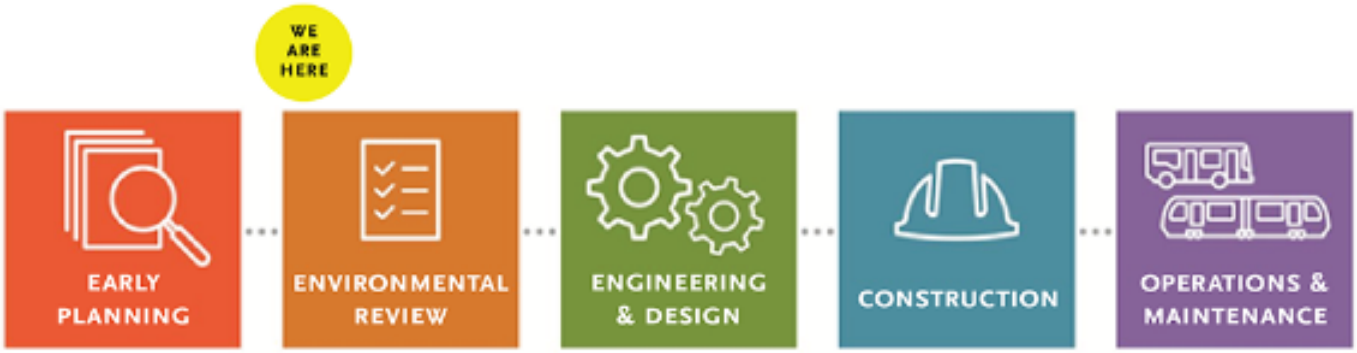
- Reduce vehicles miles travelled, greenhouse gas emissions and other air pollutants
- Minimize impacts to environmental resources

Enhance Resiliency

- Provide resilience to natural disasters and climate change

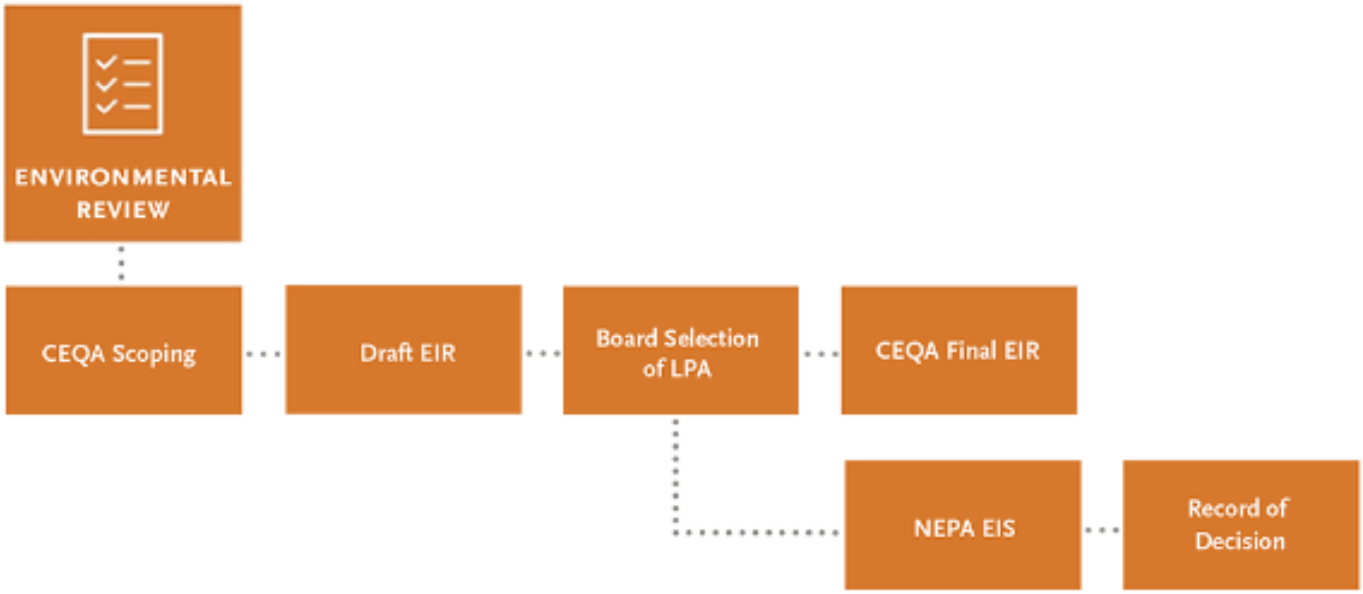
Metro is evaluating alternatives for a high-capacity fixed guideway transit option between the San Fernando Valley and the Westside. The northern end of the project would be at the Van Nuys Metrolink/Amtrak station, and the southern end point at the Metro E Line (Expo).

This project is partially funded by Measure M, which provides for operations of the project between the San Fernando Valley and the Westside to begin in 2033-2035 ($5.7 billion) and for operations of a future extension to LAX to begin in 2057-2059 ($3.8 billion).



Project Development Process

This project is currently in the planning phase, which will begin with the environmental review of six alternatives, consisting of varying potential routes and modes. During this process, Metro is working with two private sector proposers, LA SkyRail Express and Sepulveda Transit Corridor Partners, under a first-of-its-kind pre-development agreement to potentially accelerate delivery of this project.



The environmental review process is beginning now with a public scoping period. During this time, the public can provide feedback on the various alternatives to inform further study during the development of the Draft Environmental Impact Report (DEIR). The environmental document will be prepared as an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). 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.

Nearby Projects

The Sepulveda Pass is a complex and challenging area. To address the 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.

I-405 Comprehensive Multimodal Corridor Plan

The I-405 Comprehensive Multimodal Corridor Plan (CMCP) will create a comprehensive planning vision for the I-405 in LA County to define shared mobility goals that are responsive to the community's needs and provide a mechanism for projects in this corridor to compete for state funding. Additional information on the I-405 Comprehensive Multimodal Corridor Plan is available at metro.net/405cmcp.

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.

Project Alternatives

Metro is considering several alternatives and will study how well each meets the project's objectives.

Transit Technologies Under Consideration

Monorail

- Automated trains
- Six-car trains during peak period, each car with a capacity of 76 to 79 passengers
- Planned peak frequency: 2 minutes

Heavy Rail Transit (Automated)

- Automated trains
- Three-car trains during peak period, each car with a capacity of 170 passengers
- Planned peak frequency: 2.5 minutes

Heavy Rail Transit (With Driver)

- Driver-operated trains
- Six-car trains during peak period, each car with a capacity of 133 passengers
- Planned peak frequency: 4 minutes

Alternative 1

Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

- Alignment Length: 15.3 miles
- 8 stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station
- Electric bus connection from D Line (Purple) Westwood/VA Station to UCLA
- Monorail maintenance and Storage Facility (MSF) above the existing Metro G Line Sepulveda Station parking lot
- Electric bus MSF at existing UCLA BruinBus facility

View Alternative Map

Alternative 2

Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover (APM) connection to UCLA

- Alignment Length: 15.8 miles
- 8 stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), Getty Center, US-101, Metro G Line, Sherman Way, Van Nuys Metrolink Station
- Aerial APM connection from Wilshire Bl Station to UCLA
- Monorail MSF above the existing Metro G Line Sepulveda Station parking lot
- APM MSF above existing UCLA BruinBus facility

View Alternative Map

Alternative 3

Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between Getty Center and Wilshire Bl

- Alignment Length: 16.2 miles
- 9 stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza (underground), Getty Center, US-101, Metro G Line, Sherman Way, Van Nuys Metrolink Station
- Underground alignment between the Getty Center and Wilshire Bl
- Monorail MSF above the existing Metro G Line Sepulveda Station parking lot

View Alternative Map

Alternative 4

Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

- Alignment Length: 14 miles
- 4 underground stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza
- 4 aerial stations: Ventura Bl, Metro G Line, Sherman Way, Van Nuys Metrolink Station
- MSF west of Woodman Av south of Metrolink Ventura County Line railroad tracks

View Alternative Map

Alternative 5

Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

- Alignment Length: 14 miles
- 7 underground stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, Metro G Line, Sherman Way
- 1 aerial station: Van Nuys Metrolink Station
- MSF west of Woodman Av south of Metrolink Ventura County Line railroad tracks

View Alternative Map

Alternative 6

Heavy rail with underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

- Alignment Length: 12.6 miles
- 7 stations: Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, Metro G Line, Van Nuys Metrolink Station
- MSF east of Van Nuys Bl north of Van Nuys Metrolink Station

View Alternative Map

No Project Alternative

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

Environmental Process

Metro will prepare 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, 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.

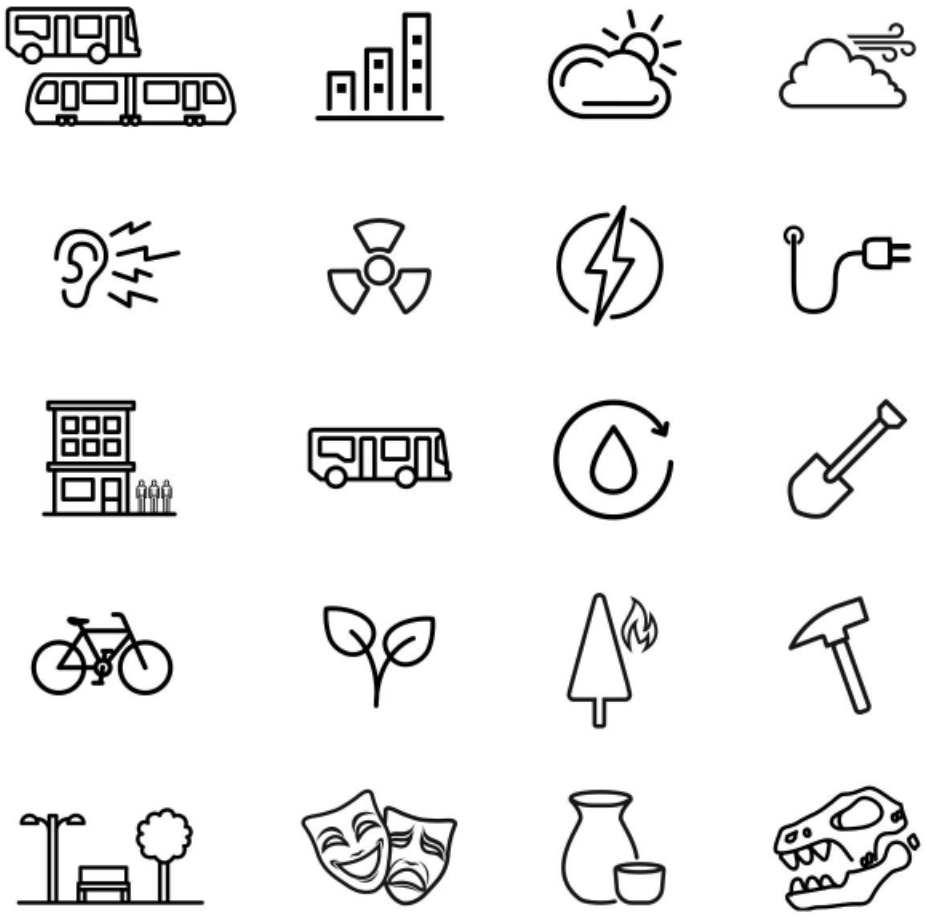
During this process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis.

What is Scoping?

Scoping is an early phase in the environmental process. It is designed to examine project objectives and alternatives early in the environmental review process to identify issues to be addressed in the environmental document and possible mitigation measures to avoid potentially significant environmental effects.

During the scoping period, the public can comment on:

- The purpose and objectives of the project
- The alternatives under consideration
- Issues and concerns with the proposed project
- Questions to be answered as part of the study



Potential topics for environmental study include (CEQA):

- Agricultural Resources
- Air Quality
- Community and Neighborhood
- Ecosystems and Biological Resources
- Energy
- Geotechical, Subsurface, and Seismic Hazards and Hazardous Materials
- Greenhouse Gas Emissions
- Historic, Archeological, and Paleontological Resources
- Land Use and Development
- Mineral Resources
- 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

We want to hear from you!

How to Get Involved

Scoping comments can be submitted verbally during virtual public scoping meetings or anytime during the scoping period between November 30, 2021 and February 11, 2022 via regular mail, email, online via comment form or phone.

Mail

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

Email | Email comments to sepulvedatransit@metro.net

Online Comment Form | Submit comments online.

Phone | Submit comments via phone at 213.922.7375

All comments must be submitted by February 11, 2022.

Public Scoping Meetings

Three virtual public scoping meetings on Zoom will provide information on the project and opportunities for public feedback on the project alternatives. Each meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. Metro will accommodate as many comments as possible based on time and capacity constraints.

Meeting #1

Date: December 7, 2021
Time: 11:30am – 1:30pm
Webinar ID: 919 0173 3110
Passcode: 819995
Webinar link: https://bit.ly/SepulvedaDec7
Call in: 669.900.6833

Meeting #2

Date: January 11, 2022
Time: 6 – 8pm
Webinar ID: 964 8792 4301
Passcode: 550195
Webinar link: https://bit.ly/SepulvedaJan11
Call in: 669.900.6833

Meeting #3

Date: January 22, 2022
Time: 10am – noon
Webinar ID: 999 3010 8496
Passcode: 270559

Webinar link: https://bit.ly/SepulvedaJan22
Call in: 669.900.6833

All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 213.922.7375 at least 72 hours in advance.

Next Steps

Following the end of the public scoping comment period, the project team will analyze scoping comments and begin studies related to alternative performance and other topics raised. Information from these studies will be published in the Draft EIR, which will released for public comment as a future project milestone.

Contact Us

Phone | 213.922.7375

Email | sepulvedatransit@metro.net

Website | metro.net/sepulvedacorridor

Documents

Notifications

- Notice of Preparation
- The Source / El Pasajero

Frequently Asked Questions

- FAQ

Scoping Meeting Recordings

Scoping Meeting 1
- English
- Spanish

Scoping Meeting 2

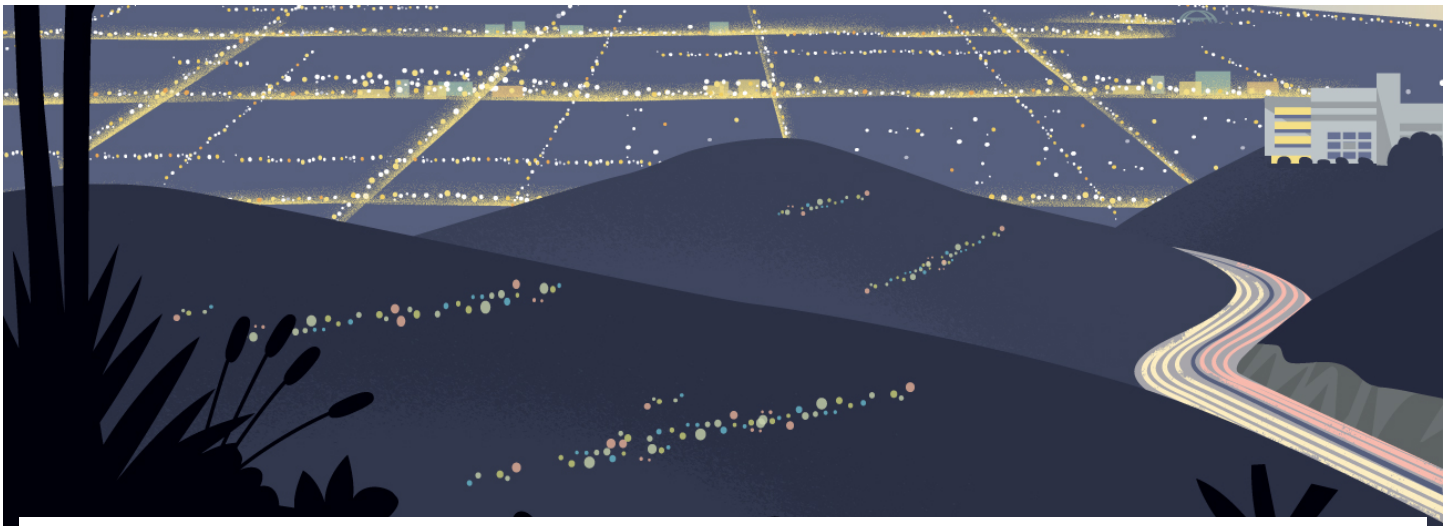
- English
- Spanish

Scoping Meeting 3

- English
- Spanish

Other Resources

- Environmental Fact Sheet
- P3 Fact Sheet
- Maintenance and Storage Facility (MSF) Overview Video



Estamos analizando alternativas para la 405.

Proyecto del Corredor de Transporte de Sepulveda

For English click here

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.

Video del proyecto

Acerca del Proyecto

Descripción General

Metro está comenzando la fase de revisión ambiental para el proyecto del Corredor de Transporte de Sepulveda, la 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, se prevé que el Proyecto Propuesto mejore el acceso a los principales centros de empleo, educativos y culturales en el área metropolitana de Los Ángeles.

Para este Proyecto, Metro ha establecido seis metas:

Mejorar la Movilidad

- Aumentar la frecuencia del transporte y disminuir el tiempo de viaje
- Aumentar el número de pasajeros que utilizan el transporte
- Priorizar las conexiones a puntos de interés que tienen un gran volumen de tráfico
- Promover la eficiencia de la experiencia de transferencias
- Admitir conexiones de primera y última milla que no sean de automóviles

Mejorar la Accesibilidad y Promover la Equidad

- Mejorar el acceso para las Comunidades Centradas en la Equidad
- Dirigir las inversiones en infraestructura y servicios hacia aquellos con mayores necesidades de movilidad

Apoyar el Desarrollo Económico y Comunitario

- Maximizar los beneficios para el público en relación con el costo
- Maximizar la posible elegibilidad para fondos estatales/federales

Proteger los Recursos Ambientales y Sustentar un Sistema de Transporte Sostenible

- Aumentar las oportunidades de crecimiento económico alrededor de las estaciones
- Minimizar las barreras físicas a las comunidades
- Priorizar la ubicación y diseño de la estación para que sea congruente con el contexto de la comunidad

Brindar una Solución Rentable y Minimizar los Riesgos

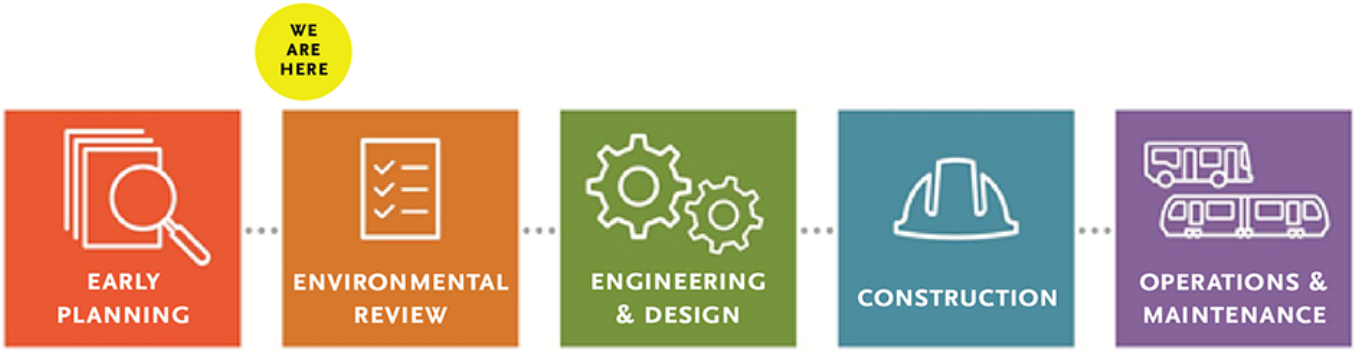
- Reducir las millas recorridas por los vehículos, emisiones de gases de efecto invernadero y otros contaminantes del aire
- Minimizar los impactos a los recursos ambientales

Mejorar la Resiliencia

- Proporcionar resiliencia frente a desastres naturales y al cambio climático

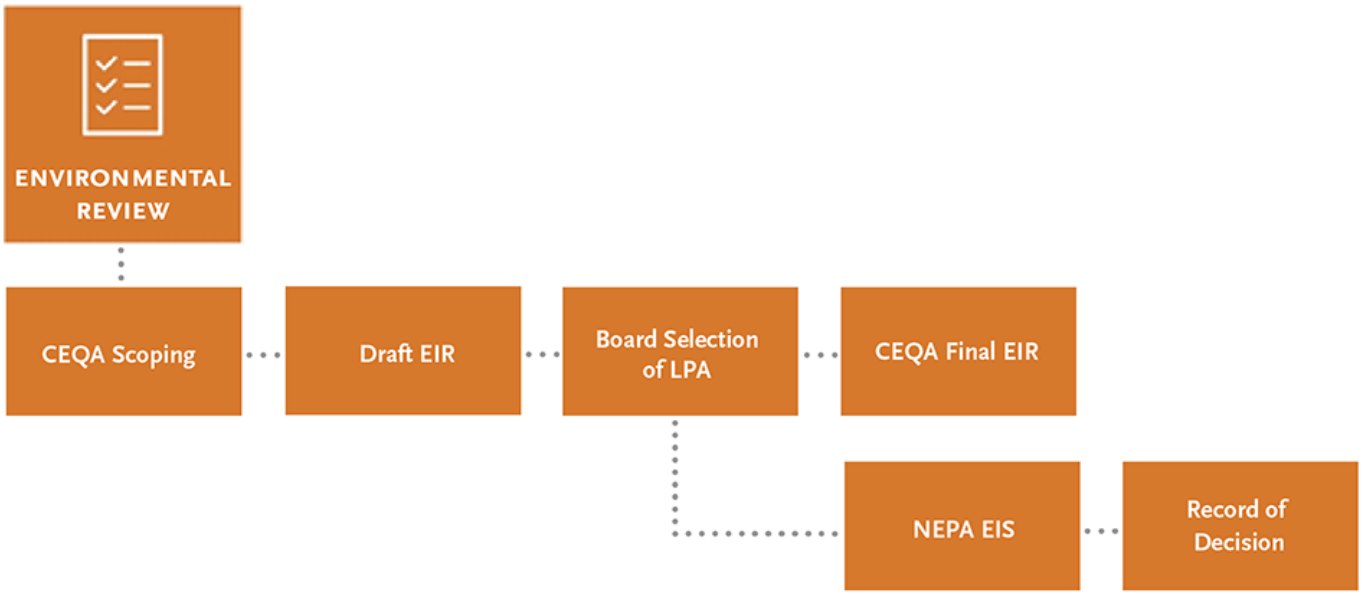
Metro está evaluando alternativas para una opción de transporte de carril designado de alta capacidad entre San Fernando Valley y el Westside. El extremo norte del proyecto se ubicaría en la estación Van Nuys Metrolink/Amtrak, y el extremo sur en la Línea E de Metro (Expo).

Este proyecto está parcialmente financiado por la Medida *M*, *el cual contempla* que las operaciones del Proyecto entre San Fernando Valley y el Westside comiencen en 2033-2035 ($5.7 mil millones) y que las operaciones de una futura extensión a LAX comiencen en 2057-2059 ($3.8 mil millones).



Proceso de desarollo del proyecto

Este proyecto actualmente se encuentra en la fase de planeación, la cual comenzará con la revisión ambiental de seis alternativas, que consisten en diversas rutas y modos posibles. Durante el proceso de revisión ambiental, Metro está trabajando con dos proponentes del sector privado, LA SkyRail Express y Sepulveda Transit Corridor Partners, bajo un acuerdo previo al desarrollo primero en su tipo para posiblemente acelerar la entrega de este proyecto.



El proceso de revisión ambiental comienza con un período público de determinación del alcance, durante el cual el público puede dar su opinión sobre las alternativas para integrar los asuntos que se estudiarán más a fondo durante la elaboración del Borrador del Informe de Impacto Ambiental (DEIR). El documento ambiental se elaborará como un Informe de Impacto Ambiental (EIR) de conformidad con la Ley de Calidad Ambiental de California (CEQA). 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.

Proyectos Cercanos

El Sepulveda Pass es un área compleja y desafiante. Para abordar los 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 se coordinan estrechamente, con procesos únicos y horarios distintos.

I-405 Sepulveda Pass ExpressLanes Project

Metro Caltrans

Carriles Exprés en la I-405 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 Sepulveda Pass incluirá un nuevo sistema de peaje y señalización aérea en el corredor de la I-405. Puede encontrar más información en metro.net/405ExpressLanes.

Plan Integral del Corredor Multimodal de la I-405

El Plan Integral del Corredor Multimodal (CMCP) de la I-405 creará una visión de planeación integral para la I-405 en el Condado de Los Angeles para definir objetivos de movilidad compartida que respondan a las necesidades de la comunidad y ofrecer un mecanismo para que los proyectos en este corredor compitan por fondos estatales. Puede encontrar información adicional sobre el Plan Integral del Corredor Multimodal de la I-405 en metro.net/405cmcp.

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*.

Alternativas del Proyecto

Metro está considerando varias alternativas y estudiará qué tan bien cada una cumple con los objetivos del proyecto.

Tecnologías de Transporte que se están Considerando

Monorriel

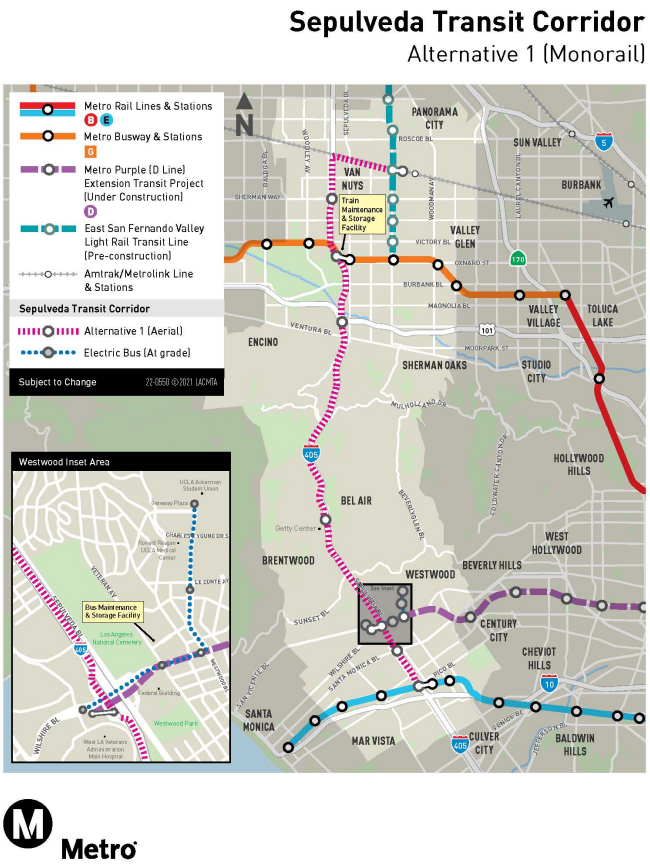
- Trenes automatizados
- Trenes de seis vagones durante las horas pico, cada vagón con una capacidad de 76 a 79 pasajeros
- Frecuencia pico planeada: 2 minutos

Transporte Ferroviario Pesado (Automatizado)

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

Tránsito 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 pico planeada: 4 minutos

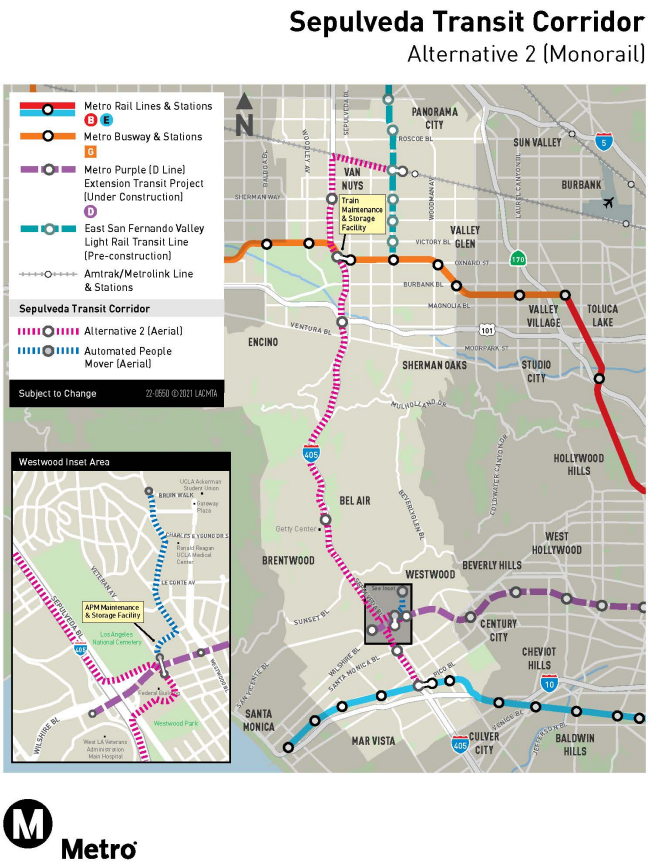


Alternativa 1

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y conexión a autobús eléctrico a UCLA

- Longitud de la Alineación: 15.3 millas
- 8 estaciones: Exposition Bl (Línea E de Metro), Santa Monica Bl, Wilshire Bl (Línea D de Metro), Getty Center, US-101, Línea G de Metro, Sherman Way y la Estación Van Nuys de Metrolink
- Conexión a autobús eléctrico desde la Estación Westwood/VA a UCLA de la Línea D (Morada o Purple, en inglés)
- Instalaciones de almacenamiento y mantenimiento (MSF) del monorriel sobre el estacionamiento existente de la Estación Sepulveda de la Línea G de Metro
- MSF del autobús eléctrico en las instalaciones existentes del BruinBus de UCLA

Ver mapa alternativo



Alternativa 2

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y conexión a un sistema de transporte de personas automatizado (APM) a UCLA

- Longitud de la Alineación: 15.8 millas
- 8 estaciones: Exposition Bl (Línea E de Metro), Santa Monica Bl, Wilshire Bl (Línea D de Metro), Getty Center, US-101, Línea G de Metro, Sherman Way, Estación Van Nuys de Metrolink
- Conexión APM aérea desde la Estación de Wilshire Bl hasta UCLA
- Instalaciones de almacenamiento y mantenimiento (MSF) del monorriel sobre el estacionamiento existente de la Estación Sepulveda de la Línea G de Metro
- MSF del APM sobre las instalaciones del BruinBus de UCLA existentes

Ver mapa alternativo

Alternativa 3

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y alineación subterránea entre Getty Center y Wilshire Bl

- Longitud de la Alineación: 16.2 millas
- 9 estaciones: Exposition Bl (Línea E de Metro), Santa Monica Bl, Wilshire Bl (Línea D de Metro), UCLA Gateway Plaza (subterránea), Getty Center, US-101, Línea G de Metro, Sherman Way, Estación Van Nuys de Metrolink
- Alineación subterránea entre el Getty Center y Wilshire Bl
- Instalaciones de almacenamiento y mantenimiento del monorriel (MSF) sobre el estacionamiento existente de la Estación Sepulveda de la Línea G de Metro

Ver mapa alternativo

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

Metro

Alternativa 4

Ferrocarril pesado con alineación subterránea al sur de Ventura Bl y alineación aérea en general a lo largo de Sepulveda Bl en el San Fernando Valley

- Longitud de la Alineación: 14 millas
- 4 estaciones subterráneas: Exposition Bl (Línea E de Metro), Santa Monica Bl, Wilshire Bl (Línea D de Metro), UCLA Gateway Plaza
- 4 estaciones aéreas: Ventura Bl, Metro G Line, Sherman Way, Estación Van Nuys de Metrolink
- MSF al oeste de Woodman Av, al sur de las vías de tren de Metrolink en la Línea Divisoria del Condado de Ventura

Ver mapa alternativo

Alternativa 5

Ferrocarril pesado con alineación subterránea incluyendo a lo largo de Sepulveda Bl en el San Fernando Valley

- Longitud de la Alineación: 14 millas
- 7 estaciones subterráneas: Exposition Bl (Línea E de Metro), Santa Monica Bl, Wilshire Bl (Línea D de Metro), UCLA Gateway Plaza, Ventura Bl, Línea G de Metro, Sherman Way
- 1 estación aérea: Estación Van Nuys de Metrolink
- MSF al oeste de Woodman Av, al sur de las vías de tren de Metrolink en la Línea Divisoria del Condado de Ventura

Ver mapa alternativo

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

- Longitud de la Alineación: 12.6 millas
- 7 estaciones: Olympic Bl (Línea E de Metro), Santa Monica Bl (Centro Cívico del Oeste de LA), Wilshire Bl (Línea D de Metro), UCLA Gateway Plaza, Ventura Bl, Línea G de Metro, Estación Van Nuys de Metrolink
- MSF al este de Van Nuys Bl al norte de la Estación Van Nuys de Metrolink

Ver mapa alternativo

La alternativa de Ningún Proyecto

La alternativa de "Ningún Proyecto" incluye todos los servicios e instalaciones de carreteras y transporte existentes, así como los proyectos de transporte y carreteras programados para que estén operando para el 2045.

Proceso Ambiental

Metro elaborará un Informe 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 Informe 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 recomendará una Alternativa Preferida Localmente (LPA) a la Junta Directiva de Metro. Una vez identificada la LPA, se elaborará el Informe

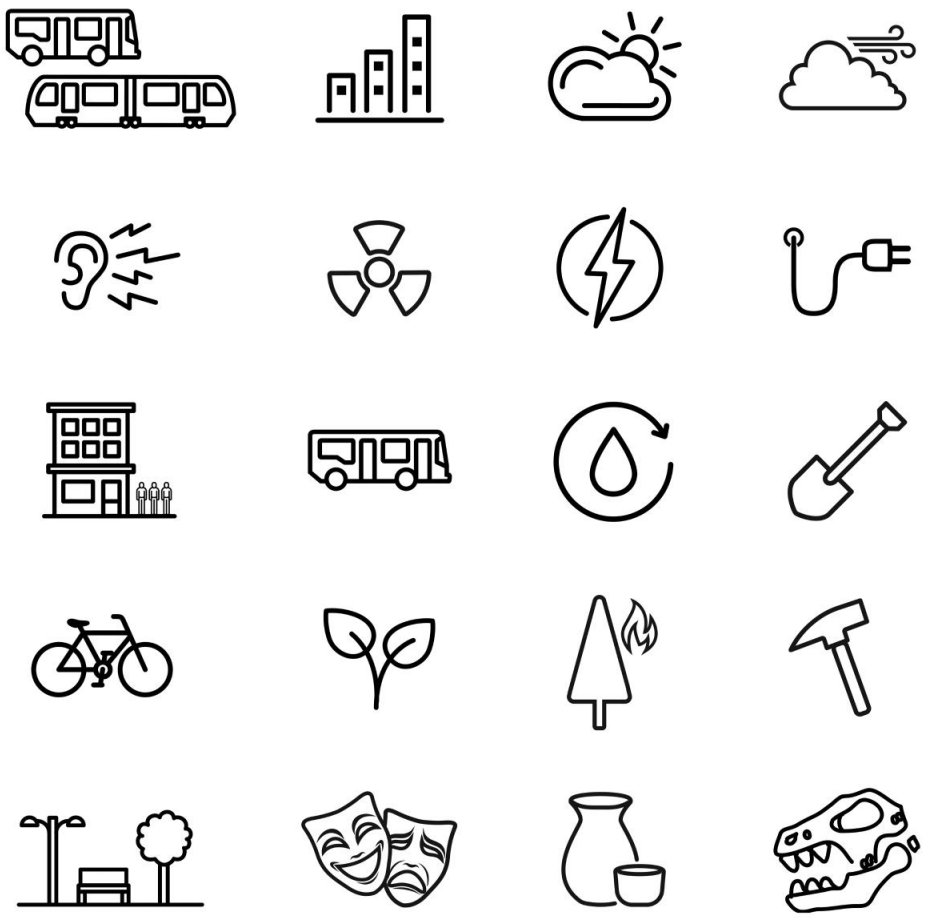
de Impacto Ambiental Final (FEIR) y el Borrador de la Declaración de Impacto Ambiental (EIS) y Final para completar el proceso de revisión ambiental. Durante este proceso, habrá múltiples oportunidades para que el público revise y comente sobre las alternativas del proyecto y el análisis ambiental.

¿Qué es Determinación del Alcance?

La Determinación del Alcance es una fase temprana del proceso ambiental. Está diseñada para analizar los objetivos y alternativas del proyecto al principio del proceso de revisión ambiental para identificar los asuntos que se abordarán en el documento ambiental y las posibles medidas de mitigación para evitar efectos ambientales potencialmente significativos.

Durante el período de determinación del alcance, el público puede comentar sobre:

- El propósito y objetivos del proyecto.
- Las alternativas que se están considerando
- Asuntos e inquietudes con el proyecto propuesto
- Preguntas que deben ser contestadas como parte del estudio



Entre los posibles temas para el estudio ambiental se incluyen (CEQA):

- Transporte
- Uso y desarrollo de la tierra
- Bienes raíces y adquisición
- Comunidad y vecindario
- Calidad visual y estética
- Calidad del aire
- Emisiones de gases de efecto invernadero
- Ruido y vibración
- Ecosistemas y recursos biológicos
- Recursos agrícolas
- Incendios forestales
- Recursos minerales
- Peligros geotécnicos, subterráneos y sísmicos y materiales peligrosos
- Recursos hídricos
- Energía

- Recursos históricos, arqueológicos y paleontológicos
- Recursos culturales y tribales
- Parques e instalaciones comunitarias
- Seguridad y protección
- Servicios públicos y sistemas de servicios

Próximos Pasos

Una vez que se finalice el período de comentarios públicos sobre la determinación del alcance, el equipo del proyecto analizará los comentarios sobre la determinación del alcance e iniciará los estudios relacionados con el desempeño alternativo y otros temas planteados. La información de estos estudios se publicará en el Borrador del EIR, el cual se publicará para comentarios públicos como un hito futuro del proyecto.

Contáctenos

Teléfono | 213.922.7375

Correo Electrónico | sepulvedatransit@metro.net

Sitio Web | metro.net/sepulvedacorridor

Documentos

Notificaciones

- Aviso de Preparación (NOP, en inglés)
- The Source / El Pasajero

Preguntas Frecuentes

- FAQ

Grabaciones de la reunión de alcance

Reunión 1

- Inglés

- Español

Reunión 2

- Inglés
- Español

Reunión 3

- Inglés
- Español

Other Resources

- Hoja informativa medioambiental
- Hoja informativa sobre la P3

Appendix J. Extended Outreach Toolkit

We would appreciate your help to deepen our engagement with community stakeholders during the scoping phase of the Sepulveda Transit Corridor Project! We have prepared a variety of resources for your use to help share project information and engage with the wider community:

- *Interactive Story Map*
- *Video link (English)*
- *Video link (Spanish)*
- *Project Website*
- *Scoping Video (English)*
- *Scoping Video (Spanish)*

Additionally, you can refer to the following materials, which can be shared on social media, in newsletters and eblasts, and on project websites.

Downloadable Resources

To find answers to some frequently asked questions: Project FAQs [*English*] [*Spanish*]
To learn more about the environmental review process: Environmental Review Fact Sheet [*English*] [*Spanish*]

Fare Collection Resumed January 10, 2022

Be ready with your Tap Card as of **January 10, 2022.** Student **K-12 Tap Cards** are available. Low Income Fare is available through Metro's **LIFE program**. College and University students can access Tap Cards through this **link**. For all fare information, and program details please visit **https://www.metro.net/riding/fares/**

Metro

Social Media

The following content meets the respective social media platform's specifications and requirements.

Facebook

@losangelesmetro is evaluating alternatives for the Sepulveda Transit Corridor, which will create a high-quality, reliable transit service options connecting the San Fernando Valley and the Westside. Attend the scoping meeting to learn more about the project! Visit the interactive story map to learn more: bit.ly/SepulvedaStoryMap

> Click here for accompanying graphic

Twitter

Join @metrolosangeles for the upcoming virtual scoping meeting to learn more about the Sepulveda Transit Corridor Project! Visit metro.net/sepulvedacorridor for details.

> Click here for accompanying graphic

Instagram

@metrolosangeles is evaluating alternatives for the Sepulveda Transit Corridor, which will create a high-quality, reliable transit service options connecting the San Fernando Valley and the Westside. Attend the scoping meeting to learn more about the project! Visit the link in our bio to learn more. [Link metro.net/sepulvedacorridor in your bio]

> *Click here for accompanying graphic*

Metro

Email Blast / Newsletter Content

Subject/Title: Sepulveda Transit Corridor Scoping Meetings and Opportunity to Comment

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 challenging, and Metro has several projects in this area. Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which would provide a high-quality transit service between the Valley and the Westside. As part of the project's environmental process, a formal public comment period was initiated on November 30, 2021 and will run through February 11, 2022.

Be ready with your Tap Card as of **January 10, 2022.** Student **K-12 Tap Cards** are available. Low Income Fare is available through Metro's **LIFE program**. College and University students can access Tap Cards through this **link**. For all fare information, and program details please visit **https://www.metro.net/riding/fares/**

To get involved *visit the interactive story map* and *provide a comment*.

There are many ways to share your input on the Sepulveda Transit Corridor project. You can use the online comment form at *https://bit.ly/SepulvedaCommentForm*, email *sepulvedatransit@metro.net*, call the project hotline at 213.922.7375, or attend a scoping meeting.

To learn more about the project, you are invited to join Metro for a Sepulveda Transit Corridor virtual scoping meeting featuring a presentation and an opportunity to comment. Click below to register for an upcoming meeting!

Saturday, January 22, 2022, 10am-12pm – *Register Here*
Simultaneous interpretation in Spanish will be provided.

Remember to *sign up* to receive project updates!

Metro

Website Announcement

JOIN US AS WE LEARN MORE ABOUT METRO'S PLAN TO MAKE IT EASIER TO GET AROUND THE I-405 FREEWAY THROUGH THE SEPULVEDA PASS!

The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside challenging, and Metro has several projects in this area. Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which would provide a high-quality transit service between the Valley and the Westside.

To get involved *visit the interactive story map* and *provide a comment*.

There are many ways to share your input on the Sepulveda Transit Corridor project. You can use the online comment form, email Metro, call the project hotline, mail to the Metro office, or attend a scoping meeting.

1. **Comment Online:** *Click here* to access the online commenting platform
2. **Helpline:** 213.922.7375
3. **Email:** *sepulvedatransit@metro.net*,
4. **Mail:** Peter Carter, Project Manager Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA, 90012

To learn more about the project, you are invited to join Metro for Sepulveda Transit Corridor virtual scoping meeting featuring a presentation and an opportunity to comment. Click below to register!

1. Saturday, January 22, 2022, 10am-12pm – *Register Here*

All meetings will feature the same content and agenda

Metro

Sepulveda Transit Corridor Project

Download the Outreach Toolkit!

The Sepulveda Transit Corridor Project is currently in the formal scoping comment period that is open now through February 11, 2022. As part of this process we want to help engage your community. Please click the link below to download the outreach toolkit that provides resources to help you share project information, scoping meeting details and comment submittal methods.

Download the Outreach Toolkit!

If you have any questions, please contact sepulvedatransit@metro.net or 213.922.7375. Thank you for your ongoing participation!

Stay Connected

Want to learn more about the project? Visit the interactive StoryMap and Metro's blog The Source or contact us with your questions and comments.

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

213.922.7375

losangelesmetro

@metrolosangeles

Your privacy is important to us, please review the Privacy Policy.

Metro®

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Appendix K. Earned Media

Sepulveda Transit Corridor

Earned Media Tracking Document *November 2021 - Present*

Source	Date	Title	Link
@UCLACommute Twitter	02/15/22	@UCLA is urging @metrolosangeles to include a stop on campus for the Sepulveda Transit Corridor Project	Link
MyNewsLA.com	02/14/22	UCLA Urges Metro To Include Sepulveda Transit Project Station At Campus	Link
Sherman Oaks, The Patch	02/14/22	UCLA Weighs In on Metro's Sepulveda Corridor Mega-Project	Link
Cd4losangeles Instagram	02/08/22	Sepulveda Transit Corridor- Share your feedback on major transit proposal, the Sepulveda Transit Corridor, which would build a rail between the Valley and the Westwide. The deadline for feedback is February 11.	Link
Councilmember Nithya Raman Newsletter	02/08/22	Deadline Approaching for Sepulveda Blvd Transit Comments!	Link
Streetsblog Los Angeles	02/07/22	Homeowner Groups: Metro Sepulveda Rail Will Destroy Neighborhoods	Link
Sherman Oaks Neighborhood Council February 2022 Issue	02/07/22	The Subway in Sherman Oaks	Link
Beverly Hills Courier	02/06/22	Metro Nears Next Step for Sepulveda Transit Corridor Project	Link
Telemundo 52	02/02/22	El Tiempo se agota para opinar sobre el proyecto del corredor Sepúlveda Time is running out to comment on the Sepulveda Corridor Project	Link
La Opinión	02/01/22	Metro busca la opinión de la comunidad latina Metro looks for the opinion of the Latino community	Link
Tunnel Business Magazine	01/25/22	Upcoming Projects: December 2021 California; Los Angeles; Sepulveda Transit Corridor Project	Link
Daily Bruin	01/24/22	LA Metro gathers community input on Sepulveda Transit Corridor Project	Link
Sherman Oaks Weekly Newsletter	01/21/22	Join Metro tomorrow 1/22 at 10am for the final Sepulveda Transit Corridor Scoping Meeting	Link

Nithya Raman CD4 Weekly Update	01/21/22	TOMORROW @10AM: Sepulveda Transit Corridor Meeting	Link
Griffith Park, Silver Lake, Los Feliz & Hollywood United NC- Neighborhood Updates	01/21/22	TOMORROW @10AM: Sepulveda Transit Corridor Meeting	Link
City Watch	01/20/22	Metro Sepulveda Transit Corridor Project: Monorail is Not the Answer.	Link
Griffith Park, Silver Lake, Los Feliz & Hollywood United NC- Neighborhood Updates	01/14/22	Sepulveda Transit Corridor:	Link
Mike Bonin Newsletter	01/08/22	Sepulveda Corridor Project Seeks Community Feedback	Link
Santa Monica Mirror	01/07/22	Public Comment Is Open for the Sepulveda Pass Rail Line	Link
Sherman Oaks Weekly Newsletter	01/07/22	Metro is hosting a second virtual scoping meeting for the Sepulveda Transit Corridor project	Link
Mike Bonin Facebook	01/07/22	Transportation can be a major source of pollution in LA....	Link
Yo! Venice	01/07/22	Infrastructure Act Passage to Provide Billions for LA Public Projects	Link
The Bond Buyer	01/06/22	LA's Metro breaks new P3 ground with $10 billion rail line	Link
Urbanize Los Angeles	01/05/22	Metro Board eyes state surplus funds for transportation wish list	Link
Lake Balboa Neighborhood Council	01/03/22	Scoping meeting recordings are now available!	Link
StreetsBlogCal	01/03/22	LA Metro Board Urges $16.5 Billion Investment in Transit Infrastructure	Link
California Political Review	12/22/21	Public Comment is Open for the Sepulveda Pass Rail Line	Link
Mobility21 Forward Motion	12/16/21	Public Comment Period Open for Sepulveda Transit Corridor Environmental Study	Link
Santa Monica Mirror	12/15/21	Public Comment is Open for the Sepulveda Pass Rail Line	Link
Westsidetoday.com	12/13/21	Public Comment Is Open for the Sepulveda Pass Rail Line	Link
KCBS/KCAL	12/8/21	Monorail Or Heavy Rail? Metro Wants Public Input On Ambitious Project To Connect San Fernando Valley To LAX	Link

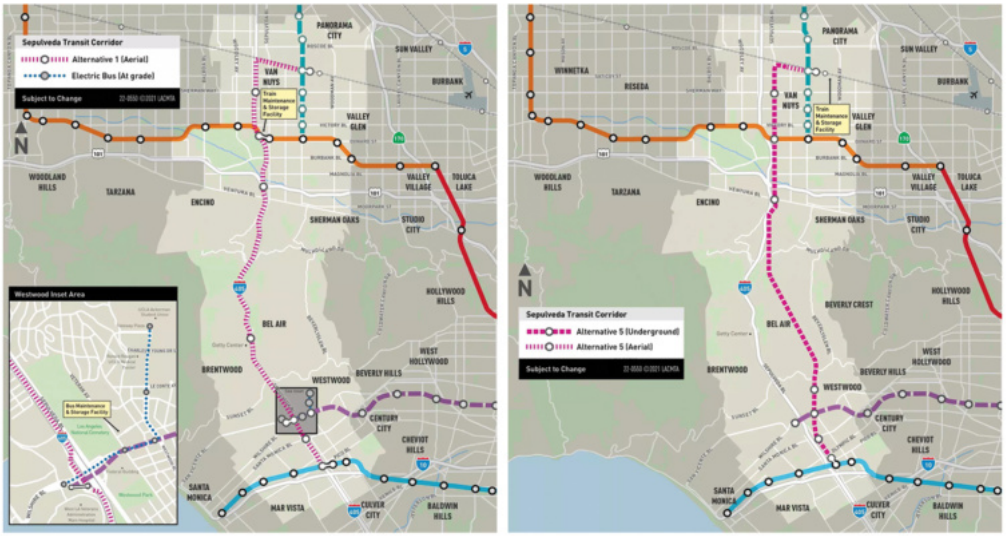
RT&S	12/7/21	Public will have a say on Sepulveda Transit Corridor Project alternatives	Link
Los Angeles Sentinel	12/06/21	Metro Seeks Public Feedback On Six Options For Sepulveda Transit Project	Link
KFI AM640	12/06/21	Metro Seeks Public Feedback On Six Options For Sepulveda Transit Project	Link
MyNewsLA.com	12/6/21	Metro Seeks Public Feedback On Six Options For Sepulveda Transit Project	Link
Daily Bruin	12/4/21	North Westwood Neighborhood Council recap – Dec. 1	Link
Urbanize LA	12/3/21	Metro kicks off EIR for Sepulveda Pass rail line	Link
Progressive Railroading	12/2/21	LA Metro begins environmental review process for Sepulveda Corridor project	Link
Beverly Press/Park La Brea News	12/2/21	Input sought on Sepulveda Transit Corridor Project	Link
LA Daily News	12/1/21	Metro Starts Environmental Review Process For Sepulveda Transit Corridor Project	Link
Daily Breeze	12/1/21	Metro starts environmental review process for Sepulveda Transit Corridor project	Link
Mass Transit Magazine	12/1/21	L.A. Metro kicks off environmental review for Sepulveda Transit Corridor Project	Link
Streetsblog LA	12/1/21	Today's Headlines	Link
Ramos CS Engineering and Management (Spanish media)	12/1/21	El período de comentarios públicos comienza hoy para el estudio ambiental del Corredor de Transporte de Sepúlveda; aquí están las seis alternativas	Link
LA Business Journal	11/15/21	Car-Loving LA in Midst of Largest Rail Construction Program in US	Link

CITY OF BEVERLY HILLS | COMMUNITY NEWS

Metro Nears Next Step for Sepulveda Transit Corridor Project

The Los Angeles County Metropolitan Transportation Authority (Metro) will soon complete the first step of one of its most ambitious projects to date.

BY **SAMUEL BRASLOW** FEBRUARY 6, 2022



Two alternatives for the Sepulveda Transit Corridor Project, one proposing an above ground monorail (left) and another proposing underground heavy rail with a dedicated UCLA station (right). Photos courtesy of Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) will soon complete the first step of one of its most ambitious projects to date. On Feb. 11, Metro will close questions on the Sepulveda Transit Corridor Project and begin compiling answers as a part of the yearslong environmental review process. The project aims to connect the San Fernando Valley, the Westside, and Los Angeles International Airport.

"This is an effort to really move more people through the pass without moving more cars," David Mieger, Executive Officer for Transit Corridor Planning at Los Angeles, said at a December scoping meeting.

The project is split into two phases, with the first phase traversing the infamously congested Sepulveda Pass, home to the 405. Metro has proposed six possible alternatives for the project, which would all run between the E Line (formerly Expo Line) and the Van Nuys Metrolink Station.

Top Stories

BEVERLY HILLS (https://beverlyhillscourier.com/202
arrests-suspect-in-crustacean-burgla
BHPD Arrests Suspect in Crustacean Burglary

BEVERLY HILLS (https://beverlyhillscourier.com/2021/
pleads-not-guilty-to-avant-murder/)
Maynor Pleads Not Guilty to Avant Murder

BEVERLY HILLS (https://beverlyhillscourier.com/2021/
and-grabs-stickups-and-hate-flyers-bh
responds/)
Smash-and-Grabs, Stickups and Hate Flyers: BHPD Responds

BEVERLY HILLS (https://beverlyhillscourier.com/2021/
lights-dazzle-large-crowd-on-rodeo-dr
Holiday Lights Dazzle Large Crowd on Rodeo Drive

BEVERLY HILLS (https://beverlyhillscourier.com/202
makes-arrests-after-three-robberies/
BHPD Makes Arrests After Three Robberies

Spotlight Story

SEARCH

Three of the plans propose the use of monorail, with the other three proposing heavy rail. The monorail options would run above ground in alignment with the 405. Two of the monorail alternatives would not include a UCLA station but would rely on either a bus or people mover to transport commuters, while the third alternative proposes tunneling under the campus to create a station.

The three heavy rail alternatives all incorporate a station at UCLA but vary in regard to how much of the track runs underground and above ground, in addition to whether the rail cars are automated, or driver operated.

February 11 marks the end of the public scoping phase of the environmental review process, a legally required and yearslong undertaking that results in an Environmental Impact Report (EIR). The EIR examines each proposed alternative for a project, analyzing the potential costs, benefits, impacts, and mitigations. The public scoping period gives anyone an opportunity to ask questions of the process and alternatives, which then get answered in the EIR.

Natural for a project of its scale, the Sepulveda Transit Corridor Project has generated both excitement and controversy for stakeholder communities on the Westside, in adjacent hillside communities, and in the Valley.

“People’s lives are really shaped by the lack of a public transit option between the Valley and the Westside,” said Andrew Lewis, who sits on the North Westwood Neighborhood Council, which includes UCLA, Westwood Village, and Persian Square. “This will really change lives in many ways.”

Lewis authored a motion in the Westside Regional Alliance of Councils, a consortium of 14 neighborhood councils on the Westside of Los Angeles, in favor of a station located on UCLA’s campus. The motion passed with support from 13 neighborhood councils, including Brentwood, Pacific Palisades, and South Robertson.

“Having a Metro Station located directly on the UCLA campus would also help transport the tens of thousands of individuals who travel to UCLA on a daily basis, including UCLA students, staff, faculty, medical personnel, patients, and campus visitors,” the motion reads.

“Not having a Metro Station on the UCLA Campus would be a sorely missed opportunity and have significant negative impacts on the West L.A. region and regional traffic congestion for decades to come.”

Only the Bel Air-Beverly Crest Neighborhood Council (BABCNC) did not vote in favor of the motion. In Metro’s preliminary plans, the inclusion of a UCLA station would require tunneling underneath Bel Air. In a letter submitted to Metro,BABCNCraisedconcernsaboutpotential noise and vibration effects from the project and requested that the EIR include analysis of potential wildfire hazards and seismic risks.

The nonprofit Bel-Air Association sounded an alarm in a recent email, warning homeowners that “[a] tunnel beneath Bel-Air will require Metro to obtain permanent easement acquisitions from Bel-Air homeowners, impacting rights to build on or improve one’s property.” The email said that the group would “do whatever is necessary” to oppose tunneling, including litigation.

In response to questions from the Courier, Metro Communications Director Dave Sotero said that if an underground route were chosen, the easements would be “hundreds of feet below ground” and unlikely to impact “residents’ future building plans.”

“However, Metro will assess easements on a case-by-case basis for each property owner in advance,” Sotero said. “We are required by law to provide just compensation to property owners for the purchase or use of their property to build Metro transit projects.”

SIGN IN | REGISTER

FEATURE INTERVIEW: JEANIE BUSS

The Courier’s Lisa Bloch sat down with Jeanie Bus about her life, her leadership, and her Lakers lega

NOVEMBER 17, 2021

(https://beverlyhillscourier.com/2021/11/17/feature-interview-jeanie-buss/)

On the Valley side of the project, the Sherman Oaks Homeowners Association (SOHA) has criticized all of the alternatives as flawed, in addition to taking aim at the process itself.

"I don't understand why Metro does not want to share everything they know about the project and today's six alternatives with the public," Bob Anderson, SOHA board member and Transportation Committee Chair, told the Courier.

A letter submitted to metro by SOHA accused the agency of providing inadequate information on the alternatives during the scoping meetings.

Metro has said that the public will have multiple opportunities to provide input over the course of the environmental review process, including after the release of the Draft EIR.

Sotero said in response that the process can be "frustrating, as the alternatives do not yet have the level of specificity some local stakeholders would like."

According to Metro's current timeline, the first phase of the project will begin operations by 2033-2035.

Related Articles

Human Relations Commission Hears Homelessness Report

Panhandling and camping on public property in the heart of Beverly Hills decreased in 2021, according to a report presented to the Human Relations Commission on Jan. 20.

JANUARY 30, 2022

(https://beverlyhillscourier.com/2022/01/30/human-relations-commission-hears-homelessness-report/)

CAGF Grant Deadline Approaches

Applications for grants are reviewed by the city's Human Services Division, the Charitable Solicitations Commission and the Human Relations Commission. The application then goes to Beverly Hills City Council where final funding allocations are voted into action.

FEBRUARY 1, 2022

(https://beverlyhillscourier.com/2022/02/01/cagf-grant-deadline-approaches/)

Courier Exclusive: Markowitz V Seek Beverly Hills City Council

The newlywed couple moved to California and set Beverly Hills. They originally lived in Trousdale an became parents to their first two children.

FEBRUARY 3, 2022

(https://beverlyhillscourier.com/2022/02/03/courier-exclusive-markowitz-will-hills-city-council-seat/)

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Councilmember Mike Bonin
23 mins ·

Transportation can be a major source of pollution in LA, or a major area of progress in our battle against climate change. As part of my Westside Fast Forward initiative, I helped secure funding for the Sepulveda Transit Corridor Project which will connect the San Fernando Valley to the Westside (with a future extension to LAX). For transit to be a competitive travel option that attracts new riders, we need to increase its speed, frequency, capacity, and reliability, and provide convenient connections to existing and planned transit corridors.

Two more virtual public scoping meetings on Zoom will provide information on the project and opportunities for public feedback on the project alternatives. Each meeting will offer Spanish interpretation and will feature the same presentation, followed by oral comments. Metro will accommodate as many comments as possible based on time and capacity constraints.

Tuesday, January 11, 2022
6pm-8pm;
Saturday, January 22, 2022
10am-12pm

Register for the January 11 meeting at https://bit.ly/3JQYfAj

To learn more about my Westside Fast Forward initiative, visit
https://11thdistrict.com/westsidefastforward/
For details regarding the Sepulveda Corridor, go to
https://www.metro.net/projects/sepulvedacorridor/

1

Like Comment Share

Sepulveda Corridor Project Progress

Can you imagine a north-south rail line on the Westside? A fast, convenient mass transit line connecting the San Fernando, Westside jobs hubs, and eventually even LAX?

If you can, now is the time for you to share your input with LA Metro, which this week kicked off the public comment process for environmental review of five potential alternatives f a Sepulveda Transit Corridor rail project.

Your comments will shape the proposed project and determine what potential impacts are evaluated. For more information, please visit the project webpage at http://www.metro.net/sepulvedacorridor.

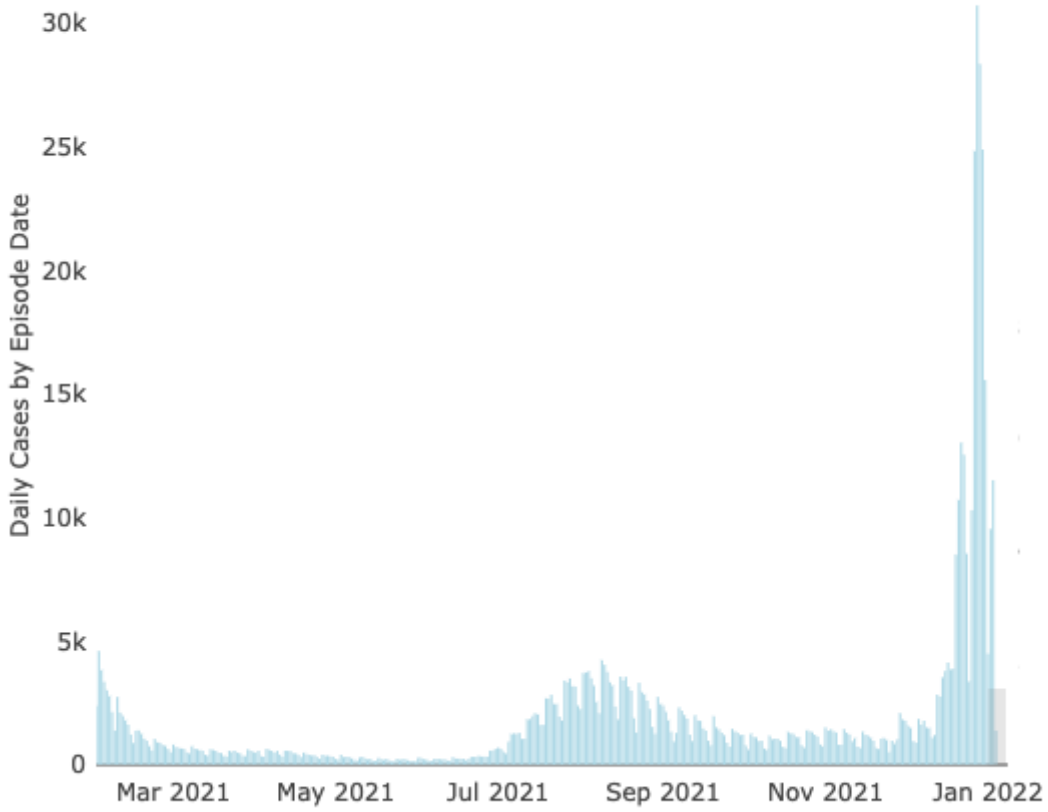
To leave a comment before the February 11th deadline, go to: https://bit.ly/SepulvedaCommentForm

Mike's Westside Fast Forward Initiative is designed to give neighbors more options to get around LA. The Sepulveda Corridor project can be a game-changing addition to transportation infrastructure on the Westside.

View this email in your browser

Dear Dania,

The new, more contagious omicron strain is driving an extreme surge of coronavirus infections in Los Angeles. Countywide test positivity rates, which had held steady at or below 2% since Summer, have soared above 20%. Right now, between 15 and 25 thousand people are testing positive for COVID every



Vigilance is crucial. **In order to protect ourselves, our loved ones, and others, it's incumbent on each of us to do everything we can to prevent the spread of this virus.** Try to avoid gatherings, especially indoors. When in indoor settings with others – say, at the grocery store – remember to socially distance.

It's always been important to mask up around others, especially indoors, but take note: experts are now concluding that, while much better than going maskless, **cloth and surgical masks may not be sufficient for protection against the omicron variant, and are recommending higher-grade masks like the N95 or KN95 if possible**.

Some good news: even with this more contagious strain, **being vaccinated and boosted makes you four times less likely to become infected and *thirty eight times more likely to avoid hospitalization*.** So it remains as critical as ever to get vaccinated and get a booster shot. Click here for information on how to arrange a free vaccination appointment.

Testing also remains incredibly important, and the County of Los Angeles is offering free in-person testing at sites all throughout Los Angeles. If you have a

CVS locations are providing free COVID testing by appointment. Total Testing Solutions has sites throughout Los Angeles as well that offer free testing. If you have any reason to believe you might have coronavirus, whether that's an exposure to someone who does, or any coronavirus-related symptoms (the most prevalent are sore throat, runny nose, headache, fatigue, and sneezing), you should get tested. If you do test positive, or are a close contact of an infected person, stay home and isolate until you are no longer contagious.

Make no bones about it: being vigilant against this virus will save lives. Let's keep each other safe.

Wishing you health and safety in the new year,

TRANSPORTATION

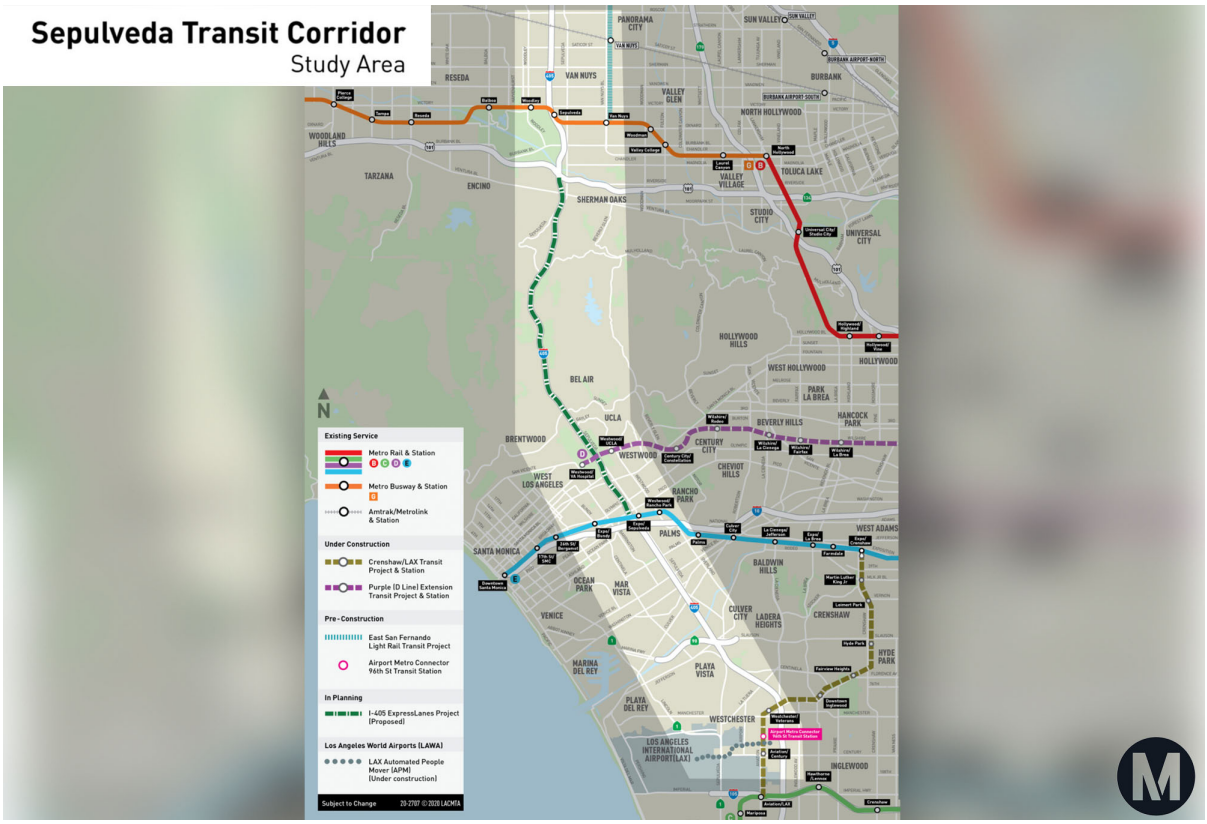
Fare Collection Resumes Monday, January 10

Fare collection on LA Metro transportation resumes this Monday, January 10. While Mike is continuing to push for Los Angeles to adopt the smart universal fareless transit proposals that will make it easier for people to get around without adding pollution to the air or traffic to the roadways, the Metro Board voted to resume fare collection after it had been suspended during the pandemic.

Though collection will resume, there are several ways to ride Metro at a heavy discount or for free. The Low Income Fare is Easy (LIFE) program is now

(regularly $76) and $6.50 for a 7-day pass (regularly $19.50). Additionally, new LIFE riders will get 90 days of free rides starting January 10, 2022, when fare collection restarts. Click here for the new, frictionless application.

Additionally, the vast majority of LA students will be able to continue to ride for free once fare collection resumes through the GoPass program. Students have received or will receive a tap card through their schools – click here to learn whether your district is participating.



Sepulveda Corridor Project Seeks Community Feedback

A game-changing transit project that will create a fast public transit alternative through the Sepulveda Pass is moving forward, promising the alternative to the 405 that Westsiders have been requesting for years. Metro is currently considering several plans for public transportation through the corridor, and is currently seeking community feedback on the proposals. To learn more about the options under consideration, click here, and then sign up for community meetings by clicking here (or submit written comment here).

HOUSING AND HOMELESSNESS

Court Strikes Down Challenge to Affordable Housing

Los Angeles' affordable housing crisis drives up the cost of living and fuels homelessness, and Mike is committed to using every tool available to address the crisis and promote the construction of affordable housing. Mike applauds the Los Angeles Superior Court for issuing a ruling earlier this week that protects the Expo Line Transit Plan, a plan that allows for the construction of denser and more affordable housing where it makes sense along the Expo Line.

The Expo Plan is currently in effect and driving the production of jobs and affordable housing. This ruling allows it to remain in effect, and Mike is pleased that the work that went into this plan will help create more housing where it makes sense on the Westside.

LA Continues to Protect Renters

In 2020, when Coronavirus struck, Mike was acutely aware of the effect it could have on the city's renters, and worked with his council colleagues to draft aggressive legislation that would protect renters throughout the duration of the pandemic and beyond. Because of Mike's advocacy, City Council enacted (and the Mayor signed) a rent freeze that is currently in effect across the city, and will remain in effect for one year following the withdrawal of the pandemic state of emergency. This week, the City Council voted to continue the state of emergency, thus extending those protections.

If you're a renter having difficulty paying rent due to COVID impacts, be advised: there is robust financial support available to you right now. Click here to learn more and apply.

Sign Up for the Homeless Count – Coming Up Soon

We need your help with this year's homeless count! The count is an important tool in determining how we allocate resources and services to help end homelessness. This year's count will be held January 25, 26, and 27, and registration for volunteers is open now. The Westside count will take place on Wednesday, January 26. Click here to learn more and sign up.

VA Makes Progress in Housing Homeless Veterans

A Los Angeles Times review published this week found that the Veterans Administration had made effective progress in providing temporary housing to homeless veterans.

The property is federal land, and the VA is a federal agency, but Mike's pushed hard to get the City of Los Angeles to help house homeless vets there. The City has built and paid for a 100-bed bridge housing, and we are using HHH funds to build permanent housing there. Mike enthusiastically supports and is eager to see the VA build all of the housing called for in the master plan.

A Lie That's Making Our Neighborhoods Less Safe

This week, Mike set the record straight on public safety and the myth that LAPD have been defunded: simply put, the fact is the LAPD budget is the highest it's ever been. "It's not that we are paying LAPD too little to fight crime; it's that we are investing too little in preventing crime," he writes, before detailing half a dozen programs and studies that demonstrate that investment in targeted public services prevents crime. Read in detail about steps Los Angeles can take to get serious about providing public safety: https://mikeboninla.medium.com/a-lie-thats-making-our-neighborhoods-less-safe-4af56f816660

Unarmed Crisis Response Diversion to Begin in Venice

This Monday, January 10, Los Angeles will begin directing 911 calls for crisis response involving unhoused residents to unarmed crisis response teams that are more appropriately trained (and dedicated to) the task in two neighborhoods – one of which is Venice – through a promising program called Project CIRCLE.

licensed behavioral health clinician, and a community ambassador. The availability of these teams will mean that someone who is experiencing a crisis will be responded to by someone appropriately trained for the situation, increasing effectiveness and response times, while freeing up LAPD officers to respond to other calls.

The potential of this program is enormous: if correctly implemented, it could become a key component of the systemic change Los Angeles needs to make in addressing homelessness and reimagining public safety, and Mike is committed to making sure it meets its potential.

Your Tree is a Fire Hazard – Recycle It!

LAFD wants you to know that Christmas Trees are a fire hazard and if you haven't already, now is the time to put yours out and have the city recycle it. You can order a tree pickup through the MyLA311 app or online by clicking here and scheduling a bulky item pickup and selecting 'Christmas Tree' from the dropdown menu. Alternatively, you can call LA Sanitation's 24-hour service center directly at 1-800-773-2489.

Improving LAFD Response Time

In September, Mike sent a letter to LAFD Chief Terrazas in an effort to restore the former Helipad 109 South in Mission Canyon Park. This project has the support of the local community, including residents, schools, churches, and others who were committed to strengthening the fire-fighting network and increasing LAFD's ability to protect nearby life and properties. Making the Mission Canyon Site helispot operational would allow the LAFD to improve on their turnaround time to drop water on predetermined targets. With the obvious threat of brush fires and the importance of rapid and timely response, the Mission Canyon helispot would be most advantageous to neighboring communities and the 405 freeway corridor area. Chief Terrazas has followed up with a letter to Supervisor Kuehl requesting support to make Mission Canyon an operational helispot. Mike is encouraged by the steps being taken to move closer to finalizing this project.

IMPROVEMENTS

Palisades Mudslides Handled

The torrential rain we experienced last week caused three mudslides along Sunset Boulevard. Mike's team sprang into action and worked with the LA Department of Transit and the Bureau of Street Services to control traffic and swiftly reopen the lanes. Thank you LADOT and BSS!

Safe Route to Mar Vista Elementary

A new all-way stop sign was installed at Federal Avenue and Palms Boulevard, making the existing crosswalk safer, especially for the families traveling to Mar Vista Elementary School. Thank you LADOT for adding this safety improvement.

RESOURCES & USEFUL INFO

First Two LANow Neighborhood Shuttle Rides Free

Residents of Palms, Mar Vista, Venice, and Del Rey (and parts of Playa Vista) are just an app tap away from a shuttle ride to their neighborhood destinations, and right now, the first two rides are free. Click here to learn more and download.

Stay Housed LA

Stay housed, Los Angeles: if, because of COVID impacts, you owe back rent or can't make future rent payments, there are resources for you right now. Click here to apply for the Emergency Renter Assistance Program, which will cover your rent debt. If you need help applying, contact Mike's office for assistance via e-mail or over the phone at 213-444-3508.

to https://getconnectedlosangeles.lacity.org/ to see how you can get discounted service and devices.

Renters: Save on Utility Bills with Shared Solar

If you live in a multifamily building, you can save cash and fight climate change on a monthly basis by enrolling in Shared Solar, a great LADWP program that allows you to subscribe to new, locally generated solar power. Click here for more information and to learn how to enroll.

Financial Assistance for LADWP Customers

The Los Angeles Department of Water and Power has made improvements to its program to assist low-income customers in paying their LADWP bills each month. The sign-up process for the program, 'EZ-SAVE', is now easier to access online or by phone. For further information or to apply, please visit www.ladwp.com/Cares.

$1 Metro Bike Pass This January

This January, get a 30-Day Metro Bike Share pass for just $1 with the promo code **BIKEYEAR22**. Redeem this promotion online or in the Metro Bike Share app.

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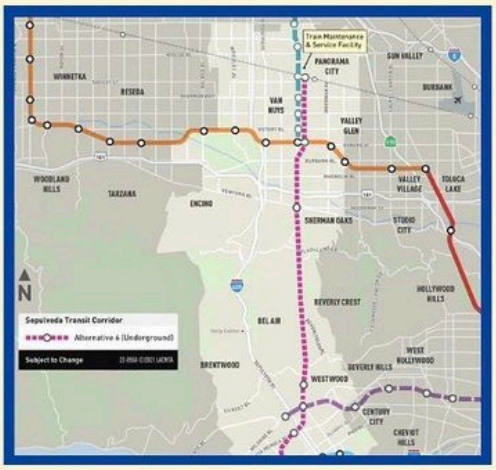
TRANSIT TUESDAY

SEPULVEDA TRANSIT CORRIDOR

Share your feedback on a major transit project proposal, the ***Sepulveda Transit Corridor,*** *which would build a rail between the Valley and the Westside. The deadline for feedback is* ***February 11.***



MORE INFO + SUBMIT INPUT:
Web*: metro.net/projects/sepulvedacorridor*
Email*: sepulvedatransit@metro.net*
Phone*: 213.922.7375*

Liked by **himynameismayra** and **42 others**

cd4losangeles Metro is currently in the first stage of environmental review for the Sepulveda Transit Corridor, which is evaluating transit options to connect the San Fernando Valley and the Westside! Public comment for this 'scoping period' ends on *February 11*.

Your input will directly influence the EIR process, making this a very important opportunity. For more information on the project and ways to submit feedback, visit metro.net/projects/sepulvedacorridor

View all 4 comments

1 day ago

JPlascencia Weekly Update 1.21

CD4 Field Updates <info@cd4.emailnb.com>
Fri 1/21/2022 3:44 PM
To: Dania Chawkins <DChawkins@arellanoassociates.com>

Howdy Neighbors --

I hope you all have a great weekend. Here are my updates for the week.

For questions and concerns, please email me at jorge.plascencia@lacity.org

Neighborhood Updates:

Studio City LA Sanitation Update

LA Sanitation is urgently in need of repair due to aging and deterioration. To ensure public safety, it is imperative that they perform this critical work. Below is important information regarding some of the work that will be completed along Woodbridge Street, between Laurel Canyon Boulevard and Agnes Avenue:

Hollywood Street Closures:

Movie Premiers:

1. ***"Jackass Forever" Premier. Starts: Tuesday, February 1st, 2022 8:00 am. Ends: Tuesday, February 1st, 2022 11:59 pm.*** The north and south curbs lanes, and the #2 westbound lane of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed. Additionally, the north sidewalk of Hollywood Blvd., from Orange Dr. to Awards Walk, will be closed from 8am until 10pm.

2. ***"Marry Me" Premier. Starts: Sunday, February 6th, 2022 5:00am. Ends: Tuesday, February 8th, 2022 2:00pm.*** All lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed.

1.png

101 Closures

Date/Time: Sunday, January 23 through Thursday, January 27 from 9 PM to 5 AM; Sunday, January 30 through Thursday, February 3 from 9 PM to 5 AM; Sunday, February 6 through Thursday, February 10 from 9 PM to 5 AM

Location: US 101 (Hollywood Freeway/Ventura Freeway) between Winnetka Avenue and Tampa Avenue.

Details: Residents and businesses located near the freeway are advised to anticipate noise, vibrations, and dust associated with construction activities.

Some lanes may be closed in either direction or both directions simultaneously to facilitate a safe work zone for workers and motorists. At least one or two lanes in each direction will remain open for traffic while work is underway.

The schedule is weather-permitting, and all dates and times are subject to change.

Motorists should expect delays and are strongly advised to avoid the area and use alternate routes. Additionally, motorists can check traffic conditions before they leave by visiting the Caltrans Quickmap (quickmap.dot.ca.gov).

Contact: Contact: Jeremiah Teves, jeremiah.teves@dot.ca.gov

Phone: (213) 793-9669

Hillhurst Ave Cedars Sinai Construction

Date(s): Month of January 2022, weekday work hours

Location: Hillhurst Ave

Details: Final month of Cedars Sinai urgent care, expect related noise during working hours such as safety back-up alarms of trucks and equipment.

Barham Blvd Mainline Improvement Project

Date/Time: January to June 2022 / M-F from 7 AM to 7 PM at onset, occasional Saturday work

Location: Barham Blvd. from just south of Craig Dr. to just south of Lakeside Plaza Dr.

Qs & Concerns: Community Affairs Director Michael Ventre at 213-367-1381 or michael.ventre@ladwp.com

Details: Work will occur in the middle of Barham, and it will be done in 300-foot sections. In those sections, traffic will be reduced to one lane in each direction.

Minor Delays In Sanitation Service

LA Sanitation is currently experiencing staffing shortages that may cause small collection delays this month, especially for blue recycling bins. Your patience is appreciated!

As a CD4 resident, you can request services like overgrown vegetation removal on public rights-of-way, support at neighborhood cleanup events, and more from our LA Conservation Corps teams.

For more info on our teams and how to reach out, visit cd4.lacity.org/cd4-cleanandgreen.

Request Delivery Of Free At-Home COVID Tests

covidtestsdotgov.png

Even if you're vaccinated, it's important to get tested when you experience COVID symptoms or when you've come into contact with someone symptomatic. The federal government is offering delivery of **FREE at-home COVID tests**, with a limit of four tests per residential address that request them. Go to covidtests.gov to request yours!

For additional testing sites across LA County click HERE (or call 211), and for free PCR Test Pickup sites click HERE.

Round 3 Of $5000 Grants For City of LA Business Open 1/24

_comeback_checks_round_3.jpg

The LA Economic Workforce Development Department (EWDD)'s Comeback Checks Program will provide $5,000 grants to approximately 5,000 businesses in the City of Los Angeles. The next round of applications open on 1/24 and close 2/4.

Questions? Contact your local BusinessSource Center for assistance! For more info, visit: ComebackChecksLA.com

Provide Feedback On Metro's Fiscal Year 2023 Budget

Metro is requesting feedback as they develop their annual budget for Fiscal Year 2023. Please click the link HERE to access their 10-minute survey, and let Metro know if you think their budget reflects the needs and preferences of their customers, riders, and the people of Los Angeles.

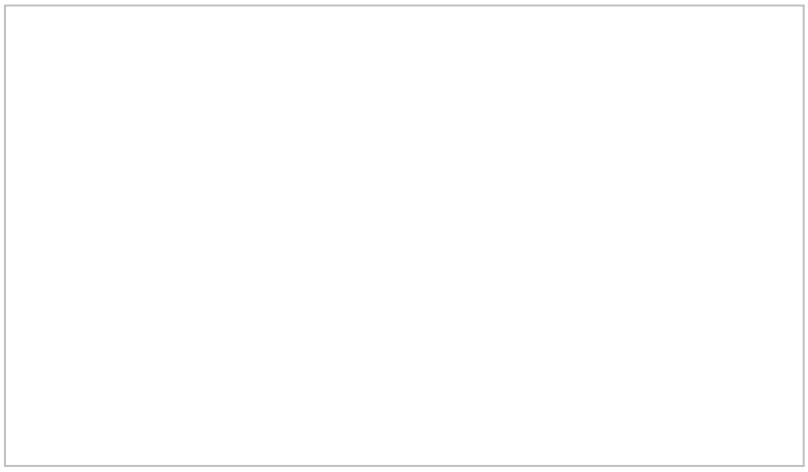
After you complete the survey, enter your contact information for a chance to win a $50 Target gift card or a monthly TAP card! The survey will be open until January 24, 2022.

TOMORROW @10 AM: Sepulveda Transit Corridor Meeting

sepulveda_transit.jpg

Metro is working to evaluate alternatives for a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. Join the upcoming virtual meeting TOMORROW, January 22 at 10 AM to be a part of the initial review process, learn more, and share your input. For more information on the project ways to submit feedback, visit metro.net/projects/sepulvedacorridor.

DEADLINE JAN 31: Get Health Coverage With Covered CA



With only a few days left in Open Enrollment 2022, we are urging uninsured Californians to get enrolled in health care coverage by the January 31 deadline.

Sign up for high-quality, brand-name, and affordable health care plans through Covered California by clicking HERE.

Apply For Grants To Greenify Your Neighborhood

If you have a project idea to greenify your neighborhood, engage communities, and expand the capacity of local community groups, apply to California ReLeaf's Treecovery Grant Program, with grants up to $90,000 available. **Applications are due by January 31! More information on the program and how to apply HERE.**

Griffith Park Half Marathon & 5K Coming 2/13!

The annual Griffith Park Half Marathon & 5K is back! Proceeds support the Los Angeles Parks Foundation, and Aztlan Athletics is offering both in-person and virtual tickets to ensure that everyone can enjoy the scenic route in iconic Griffith Park. For more information and to register, click HERE.

→ ***Follow us on social media!*** *@cd4losangeles*

→ ***Sign up for our main newsletter:*** *cd4.nationbuilder.com/Newsletter*

Nithya Raman CD4 · CA 91423, United States
This email was sent to Dchawkins@arellanoassociates.com. To stop receiving emails, click here.

Created with NationBuilder, software for leaders.

Metro Sepulveda Transit Corridor Project: Monorail is Not the Answer.

MATTHEW HETZ / 20 JANUARY 2022

TOOLS

PRINT EMAIL

THE ENVIRONMENT - "Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which will build a heavy rail line or monorail between the San Fernando Valley and the Westside.

A second phase will eventually be built to LAX." LINK

This project is critical to improving traffic in Los Angeles, in fighting air pollution in the Los Angeles Basin, and reducing carbon gases which are creating the warming of the planet. Global warming is here now, and the estimates of its speed in warming are being met, and exceed, at a frightening pace.

We face many unknowns with global warming, but we have many knowns of the dangers to life, agriculture, structures and infrastructure to this city, state, nation, and the world.

Action is needed now to take cars and trucks off the roads to reduce carbon gases.

A 2019 study from Yale University LINK places transportation as 29% responsible for global warming carbon gasses. Add to that the polluting carbon gasses from oil refining in the Los Angeles Basin, and the figure goes to 40%.

It is not getting better. We are driving more. If we continue at this pace the percentage will increase to greater and greater peril to the planet.

Action to reduce our carbon footprint is needed now.

Yet the Sepulveda Transit Corridor project is bogged down. Instead of going with what is used overwhelmingly throughout the world for transits projects of this size and scope, heavy rail trains underground or for this project a combination above and underground, monorail has beed added to the evaluation of the project.

I have written previously about monorails. They look good in amusement parks, zoos and some universities, but as shown below, the numbers do not add up in carrying passengers.

To have this monorail alternative inserted into the project evaluation process is not only the fantasy of monorail fans, it is wasting money in the project evaluation.

But more critical, we are losing valuable time to incorporate the monorail alternatives into the project evaluations.

We don't have this time to try to combat global warming.

And the numbers don't add up for monorail.

There are six alternative: three automated monorail, three heavy rail. All three heavy rail alternative carry more passengers, at higher speeds. This better serves transit riders. As a transit rider, I know these are two of the greatest parameters in successful transit.

Some monorail alternatives also need convoluted and complex secondary, and expensive transfers to UCLA.

Enough of this. We don't have the time to waste on making Los Angeles a guinea pig for monorail. The world is getting more polluted, and global warming is accelerating.

The monorail alternative needs to be scrapped now, and the project needs to proceed with the proven and better heavy rail.

The numbers do not work out. Below are excerpts from Metro's outreach:

"**Alternative 1:** Automated monorail that would be entirely aerial along the 405 corridor and the Metrolink Ventura County Line railroad tracks with an electric bus shuttle to UCLA.

Train length/capacity: two to eight cars with an expected six cars during peak periods. **Each car could carry up to 76 to 79, overall passengers 152-456.**

Connection to UCLA: At Wilshire Blvd, an aerial station would be located on the west side of the 405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line's Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Blvd/Veteran Avenue and Westwood Blvd/Le Conte Ave. The electric bus shuttle would operate at the same frequency as the monorail.

Alternative 2: Automated monorail with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA.

Train length/capacity: Two to eight cars with six cars in peak periods. **Each car could carry up to 76 to 79, overall passengers 152-456.**

Connection to UCLA: A pedestrian bridge would run from the monorail station on the south side of Wilshire to an aerial Automated People Mover (APM) station on the north side of Wilshire. The APM would travel on a structure primarily along Gayley Avenue to an aerial station near the west end of Bruin Walk on the UCLA campus. The people mover would operate at the same frequency as the monorail.

Alternative 3: Automated monorail with aerial segment along the 405 corridor, an underground segment between Wilshire and Getty Center, then entirely aerial along the 405 and Van Nuys Metrolink Line railroad tracks.

Train length/capacity: would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers, overall passsengers 152-456.

Alternative 4: Heavy rail with underground segment south of Ventura Blvd and aerial alignment generally along Sepulveda Blvd in the San Fernando Valley.

Train length/capacity: three cars with each car carrying up to 170 people. **Trains could be expanded to four cars, over passengers 510.**

Stations: Four underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line) and UCLA's Gateway Plaza, and four aerial stations at Ventura Blvd, the G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station.

Connection to UCLA: an underground rail station would be on campus at Gateway Plaza.

Alternative 5: Heavy rail with underground segment along Sepulveda Boulevard and an aerial stretch along the Metrolink Ventura County Line tracks in the San Fernando Valley.

Train length/capacity: three cars with each car having a capacity of 170 people. **Trains could be expanded to four cars, over passengers 510.**

Stations: Seven underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, the G Line's Sepulveda Station and Sherman Way. One aerial station would be at the Van Nuys Metrolink Station.

Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside.

Train length capacity/length: would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers, overall passengers 266 or 532 or 798."

We do not have the luxury of time to be the playground of monorail fans.

Scrap the idea of monorail, and proceed, now, with heavy rail.

(Matthew Hetz is a Los Angeles native. He is a transit rider and advocate, a composer, music instructor, and member and former president and executive director of the Culver City Symphony Orchestra.)

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URBED

NOT GRATE | FEB. 10, 2022

Bel Air Down There: L.A.'s Wealthiest Try, Once Again, to Fight a Subway Tunnel

By Alissa Walker

These homeowners are hyperventilating over potential transit ventilation. Photo: dzalcman/Getty Images/iStockphoto

Since it was formed in 1942, the Bel-Air Association has worked to "protect the enjoyment of home ownership and property values" by insulating well-off Angelenos from threats such as denser housing and racial-justice movements. The achievements proudly documented on the association's website include stopping apartment buildings and roads from carving up the idyllic neighborhood. But the fresh wince of Bel Air is directed toward a new mass-transit project for the Sepulveda Pass, where a train from Westwood to the Valley is being proposed to alleviate congestion on the 405 freeway (yes, the one Los Angeles spent a billion dollars widening only to make everything worse). To transit advocates, the subway is, in every way, superior to the other option that L.A.'s public-transportation agency Metro is still considering: a monorail that will travel alongside the freeway. But Bel Air homeowners aren't convinced. They're not anti-transit, they claim; on the contrary, they're like the Lyle Lanley of neighborhood associations: They just very, very much prefer the monorail. That's because Bel Air would prefer the train to stay above ground and far, far away from their gated community because of the horrors of *tunnels*.

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If you go to the Bel-Air homeowners Association website, you can hear actual audio they posted of "Subway ventilation shaft sounds." Really.

9:13 AM · Feb 8, 2022

Read the full conversation on Twitter

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Read 13 replies

"Which ventilation shaft will Metro use for your street or property?" asks the Bel-Air Association in its call to action, warning residents that they are in "serious danger" due to the imminent taking of their bountiful landholdings via "easement acquisitions," or eminent domain. As first reported by Streetsblog L.A., the association has been disseminating an audio file demonstrating what a subway *might* sound like underfoot; I assume it's for the many Bel Air residents who wear earplugs when visiting other parts of Los Angeles lest they be assaulted by the faint sigh of public transit down below. The worst part, warns the Bel-Air Association, is that such sounds might be heard *every 2.5 minutes*. (If only our subway ran so often!!) What's most bizarre is the Bel-Air Association's assertion that tunnels are somehow an old-fashioned solution to a mass-transit problem, claiming that Metro is "FILLED WITH TUNNEL DIGGING ENGINEERS WHO ARE CLUELESS HOW THE WORLD IS CHANGING." This perspective is particularly interesting considering the billions of dollars of free publicity generated for tunnels as a futuristic transportation solution by the neighborhood's own former resident Elon Musk.

Yes, Metro's subway option would require tunneling below Bel Air. But these people live on a literal mountain range, making it unlikely that residents would ever see, feel, or hear what's happening underground. They would also *be paid* on the off chance that tunneling would occur on their turf, approximately 100 feet below their infinity pools. As for the possibility of any air vents (Bel or otherwise) being installed on the area's streets — which are, despite the wrought-iron gates keeping people out, still property of the city — grates aren't even part of the proposal for the neighborhood. What you're seeing here is the last desperate flailing of anti-transit NIMBYism in L.A. as it sputters out. Even Beverly Hills, which for decades notoriously beat back the subway's arrival with expensive lawsuits, has acquiesced, and is building a shiny new station a block from Rodeo Drive that will open in three years. It's past time for Bel Air to get onboard.

TAGS: MONORAIL! BEL AIR LOS ANGELES SUBWAYS MORE

2 COMMENTS

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LA Metro gathers community input on Sepulveda Transit Corridor Project

LA Metro is currently in scoping, a process in which it gathers public input, for the Sepulveda Transit Corridor Project. (Daily Bruin file photo)

By Bita Behpoor
Jan. 24, 2022 2:08 p.m.

The Los Angeles Metro held two public scoping meetings in January to gather public input on its Sepulveda Transit Corridor Project, which aims to create rapid transit options connecting the San Fernando Valley and the Westside.

The project is currently in scoping, a stage of environmental review where public participation and input are encouraged.

The meetings on Jan. 11 and Saturday began with Metro community relations officer Matthew Marquez polling attendees about their area of residence and prior experience with the Metro. Most attendees responded that they were from the San Fernando Valley and the Westside.

Planning for the Sepulveda Transit Corridor Project began in 2019, when Metro conducted a feasibility study to research potential routes for public transit connecting the San Fernando Valley and LAX.

In March 2021, the Metro Board approved pre-development agreements with LA SkyRail Express and Sepulveda Transit Corridor Partners, a group of firms led by Bechtel Infrastructure, to draw plans for the project and research solutions for construction across mountainous terrain, according to press releases by the contractors.

Currently, there are six project proposals, called alternatives, being analyzed and one no project alternative, which would direct Metro to focus on other transit and freeway projects through 2045 without a Sepulveda Pass project. The first three project alternatives are aerial monorail proposals, and another three project alternatives are partially or entirely underground rail. Only the rail project alternatives currently include planning for stops at UCLA.

Members of the public gave comments about their opinions of the project alternatives.

Andrew Lewis, the vice president of the North Westwood Neighborhood Council, which represents UCLA and its surrounding areas, said he supports alternatives five and six.

“Options one and two and anything that includes the monorail should not be considered seriously, should be scrapped and would be a complete waste of money,” Lewis said. “Further, we’d like to call on Metro to explore feasibility for first/last mile options after the route is chosen to connect to the Purple Line Extension on Wilshire (Boulevard) so that folks can seamlessly connect once they get to Westside to that line later on.”

Furkan Yalcin, the NWWNC president, said he thinks the most important part of the Sepulveda Transit Corridor Project would be a Metro stop located directly on the UCLA campus.

Yalcin added that since Westwood rent prices have risen dramatically over the years, many

people have to commute to Westwood for work and school from neighboring areas.

“If we want to make sure that they can commute to UCLA in an environmentally friendly way, an easy way, and accessible way, that there (needs to) be as little limitations as possible for them to get to UCLA,” Yalcin said. “That means not having an option with a people mover or a bus transfer. It has to stop on the campus.”

Sachi Cooper, a NWWNC undergraduate student member and a co-chair of the NWWNC Planning and Land Use Committee, believes that Metro should not consider proposals without a stop at UCLA and Westwood.

“It should be clear by now that a UCLA and Westwood Village stop are essential for students, faculty, staff, medical patients, visitors, sports fans, museumgoers, and more,” she said. “Students are fighting for this because we know that it is the right thing to do to improve access and equity for all Angelenos.”

Some members of the public expressed their concern over the need for extensive tunneling under the Santa Monica Mountains and residential areas under the underground rail alternatives.

“I am concerned about this tunneling under our area,” said Diane Fisk, a member of the Bel-Air Association. “I wonder if anybody is considering the huge cost of the tunneling under these mountains versus the monorail on the Sepulveda Pass. A monorail seems to me would be a very modern looking option, and I think it would be considered to enhance our aesthetics.”

Michael Rich, a Bel Air resident, said he thinks tunneling may result in heavy shaking, caused by the operation of underground rail and the use of explosives in tunneling, which may impact stability and quality of life for residents.

“I realize that the interests of the millions of people in this city sometimes have to take precedent, but I really worry about the potential to destroy the value of our homes, to destroy the peace of our landscape, to really, essentially take away our homes without having proper compensation or a voice,” Rich said.

Several individuals from Sherman Oaks expressed concerns with alternative four, which includes an elevated section of the heavy rail train running above Sepulveda Boulevard and they said may be detrimental to quality of life in Sherman Oaks.

Peter Kearns, a Westwood resident, said he has reservations about the monorail options

and the company involved in constructing the monorail, BYD USA, adding that there were performance and mechanical problems with the electric buses BYD was contracted to supply to LA Metro.

Metro is gathering public comment on the Sepulveda Transit Corridor Project through their online comment form, email, phone and mail until Feb. 11.

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Bita Behpoor

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Metro busca la opinión de la comunidad latina

Se acerca la fecha límite para compartir sus comentarios sobre el Sepulveda Transit Corridor; el 11 de febrero es el último día para participar

Publicidad

Sepulveda Transit Corridor / MTA

FOTO: MTA / CORTESÍA

Por: **José Ubaldo / Especial para La Opinión** | Actualizado 01 Feb 2022, 19:49 pm EST

El próximo 11 de febrero es la fecha límite para presentar sus comentarios sobre el proyecto Sepulveda

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Recabar los comentarios del público es la primera fase del estudio ambiental que está evaluando las alternativas de trenes que enlazarán el Valle de San Fernando y el Westside para ofrecer una alternativa confiable y rápida a través del lento tráfico.

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Se están estudiando seis alternativas para este proyecto que podrían impactar cientos de miles de personas quienes trabajan, asisten a las escuelas, tienen acceso a cuidado médico y que disfrutan de la vida cultural y recreacional de Los Ángeles y a través del sur de California.

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Este momento oportuno para comentar sobre las alternativas, sus rutas, los destinos que servirá, los beneficios y el impacto de los costos, la mitigación y otros temas que podrían ser importantes para su consideración.

Imagínese su viaje en un tren diseñado para ser más rápido que manejar en la autopista 405 o en el bulevar Sepúlveda durante las horas pico.

- English Scoping Meeting Presentation
- Spanish Scoping Meeting Presentation

Aquí esta como presentar sus comentarios:

Forma de comentarios en-línea: https://bit.ly/SepulvedaCommentForm

Por correo: Peter Carter, Project Manager

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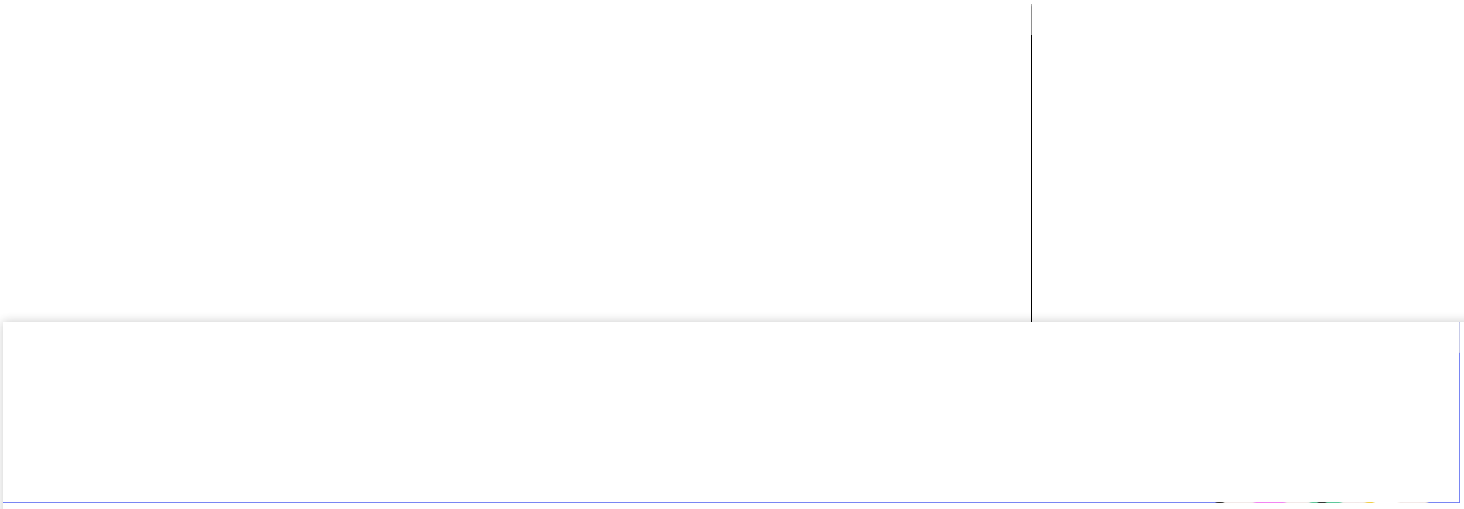

Por correo electrónico: sepulvedatransit@metro.net

Por teléfono: (213) 922-7375

El Sepulveda Transit Corridor Project está financiado parcialmente por la Medida M, el impuesto a la venta para el transporte aprobado por el 71 por ciento de los votantes del condado en 2016. El plan de financiamiento de la Medida M incluye $5.7 mil millones para el segmento del Valley-Westside y $3.8 mil millones para el segmento Westside-LAX.

Publicidad

Los planes de financiamiento de Metro incluyen suposiciones de ingresos federales, estatales, e ingresos ales –incluyendo subvenciones ilimitados que Metro debe asegurar a través de un proceso npetitivo.

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ley de $1-billón de Infrastructure Jobs and Investment Act firmado por el President Biden el año ado podría ofrecer algunos fondos para este proyecto, así como el Build Better Back de $2.2 billones obado por la Cámara de Representantes pero que aún no ha sido aprobada por el US Senate.

a reducirlos costos para el contribuyente, la Junta de Metro otorgó un contrato a dos compañías del sector privado para hacer un trabajo de predesarrollo (PDA) con dos diferentes tipos de proyectos de transporte. LA SkyRail Express está desarrollando la propuesta de un monorriel, mientras que Sepulveda Transit Corridor Partners (STCP) está desarrollando una alternativa de tren pesado.

Publicidad

Aqui hay más información sobre el estudio. Recorra hacia abajo para más información sobre como presentar sus comentarios.

Aqui está el enlace a Metro online project overview.

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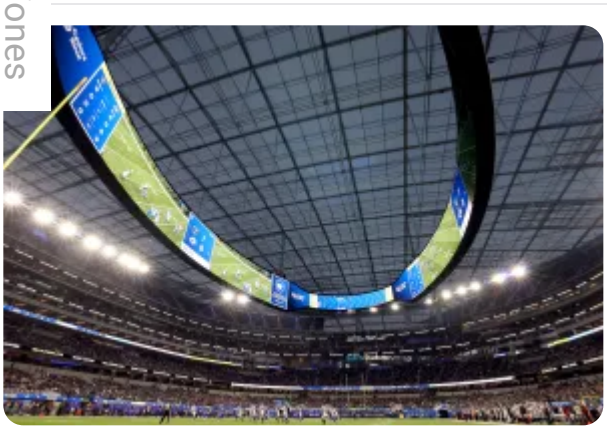

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DEADLINE APPROACHING FOR SEPULVEDA BLVD TRANSIT COMMENTS!

Metro is currently in the first stage in environmental review for the Sepulveda Transit Corridor, which is evaluating transit options to connect the San Fernando Valley and the Westside!

Public comment for this 'scoping period' concludes **on February 11**. Comments received during this scoping period will directly influence the EIR process, making this a very important opportunity for public input. For more information on the project ways to submit feedback, visit metro.net/projects/sepulvedacorridor.

LOS ANGELES

El tiempo se agota para opinar sobre el proyecto del corredor Sepúlveda

El proyecto del corredor Sepúlveda quiere corregir los contratiempos de la autopista 405 y evitar los embotellamientos del tráfico.

Por **Carmen Márquez** • Publicado el 02 de febrero del 2022 • Actualizado a las 5:35 pm del 02 de febrero del 2022

Ad: 0:14

Según el reporte, el área urbana de Los Ángeles se clasificó como la sexta área más congestionada del país, detrás de Nueva York, Chicago, Filadelfia, Boston y Miami.

El próximo 11 de febrero es la fecha límite para someter sus comentarios sobre el corredor Sepúlveda, un importante proyecto de transporte público que tendrá un gran impacto en las comunidades latinas en el Valle de San Fernando.

Se trata de trenes subterráneos o monorrieles que enlazarán el Valle de San Fernando y el westside, impactando la calidad del transporte para miles de personas que trabajan, van a la escuela, tienen acceso a cuidado médico y otras actividades.

Descarga aquí nuestra aplicación para iOS o Android y recibe todas las alertas sobre noticias de Última Hora y El Tiempo.

LA Metro reducirá el servicio de autobús debido a la escasez de conductores

La agencia de tránsito reducirá temporalmente el servicio de autobuses a partir del 20 de febrero para evitar más cancelaciones inesperadas.

Telemundo 52

El proyecto del corredor Sepúlveda quiere corregir los contratiempos de la autopista 405, ya que en un día normal transitan más de 400,000 vehículos causando uno de los peores congestionamientos de trafico

“El objetivo principal es tener una opción de transporte rápida y segura entre el Valle de San Fernando y la parte Oeste de la ciudad de Los Ángeles”, comentó José Ubaldo, vocero de Metro.

De acuerdo con autoridades del transporte del condado de los Ángeles, el corredor Sepúlveda se despejaría por completo, gracias a un tren subterráneo, o un monorriel, infraestructura que llegaría a la ciudad de Los Ángeles hasta el año 2033, aunque hay una nueva propuesta para ser completada antes de los juegos olímpicos en el 2028.

‘‘Tenemos dos contratos con dos diferentes compañías que están trabajando en el desarrollo de planes potenciales o posibles para ver que opción es la que se va a quedar’’, dijo Ubaldo.

Local

HACE 9 HORAS
Noticiero Digital Telemundo 52: 25 Feb.

HACE 29 MIN
Detienen a sospechoso de agresiones sexuales, pero temen que haya más víctimas

Esto abarca una gran parte de la comunidad del Valle de San Fernando y fue ahí donde fuimos con la gente para ver si sabían de este proyecto.

‘‘No, no había escuchado hasta ahorita me estoy enterando que me dijo aquí el señor pero es buena idea’’, dijo Ricardo López, jardinero.

Se trata del mejor momento para que el público comente y sugiera alternativas, rutas de preferencia, destinos, y costos que podrían afectar a la comunidad

0:28
Empresas compiten por corredor de tránsito Sepúlveda

Cinco empresas han sido elegidas para competir por la oportunidad de ayudar a construir el proyecto de tránsito que conectaría el oeste de Los Ángeles y el Valle de San Fernando

“Primeramente pienso que sería que tengan precios accesibles para la comunidad porque usted sabe que con todo este problema del covid muchas personas se han quedado sin trabajo, y desafortunadamente o comen o pagan transporte”, comentó Julissa Valdez, usuario de transporte publico.

De acuerdo con Ubaldo, la comunidad que más va a ser impactada por el proyecto, con un costo de más de $11 mil millones, no está hablando.

“Porque luego después dicen, nadie nos dijo , estamos aquí para invitarlos a que vengan y den sus opiniones”, comentó Ubaldo.

Para quienes deseen comentar sobre este proyecto pueden ir al siguiente enlace https://bit.ly/SepulvedaCommentForm.

Pueden también enviar un correo electrónico dirigido a Peter Carter, gerente de proyectos a: sepulvedatransit@metro.net. Llamar al número (213) 922-7375 o enviar una correspondencia directa a la dirección: LA Metro
One Gateway Plaza, 99-22-6 Los Angeles, CA 90012.

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Sepulveda Corridor Project Progress

Can you imagine a north-south rail line on the Westside? A fast, convenient mass transit line connecting the San Fernando, Westside jobs hubs, and eventually even LAX?

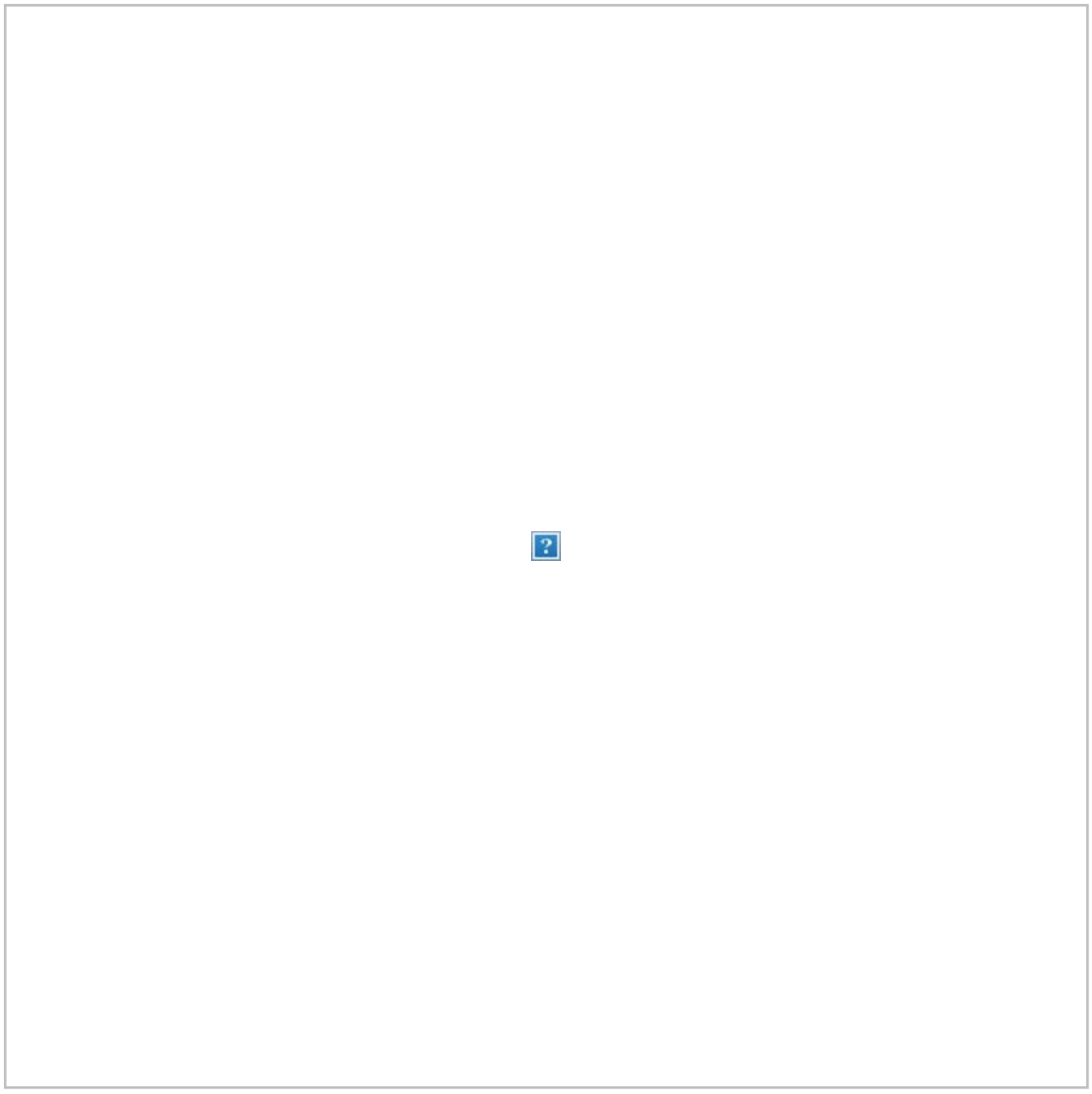
If you can, now is the time for you to share your input with LA Metro, which this week kicked off the public comment process for environmental review of five potential alternatives for a Sepulveda Transit Corridor rail project.

Your comments will shape the proposed project and determine what potential impacts are evaluated. For more information, please visit the project webpage at http://www.metro.net/sepulvedacorridor.

To leave a comment before the February 11th deadline, go to: https://bit.ly/SepulvedaCommentForm

Mike's Westside Fast Forward Initiative is designed to give neighbors more

options to get around LA. The Sepulveda Corridor project can be a game-changing addition to transportation infrastructure on the Westside.



Increased Pedestrian Safety in Westchester

The intersection of 92nd Street and Sepulveda Boulevard in Westchester received new treatments to enhance the safety of pedestrians: a new crosswalk signal has been added to make it safer and easier for pedestrians to cross this busy commercial corridor. Thank you to LADOT for continuing to deliver these important safety improvements to District 11.

Rendering Credit: LA SkyRail Express

Public Comment Is Open for the Sepulveda Pass Rail Line

Two meetings planned for January

By Dolores Quintana

Metro Los Angeles has opened public comment during the Environmental Review Phase of the proposed rail line that would connect the San Fernando Valley to the Westside through the Sepulveda Pass and eventually connect the areas served to LAX.

The draft of the Environmental Impact Review for the project has been released and you can review the proposed rail lines, both heavy rail and monorail options, and lend your opinion to Metro on the subject and choose the one that you think would suit the situation best.

Interested residents can use these options to comment on the proposals:

Online Comment Form: https://bit.ly/SepulvedaCommentForm

By mail: Peter Carter, Project Manager LA Metro

One Gateway Plaza, 99-22-6

Los Angeles, CA 90012

By email: sepulvedatransit@metro.net

By phone: 213.922.7375

If you would like to learn more about the options, Metro Los Angeles has set up three virtual meetings online through Zoom:

Tuesday, January 11, 2022, 6 p.m. to 8 p.m.

Registration: https://zoom.us/webinar/register/WN_QEfrVMtZRFKYZqPVgz26wg

Saturday, January 22, 2022, 10 a.m. to Noon

Registration: https://zoom.us/webinar/register/WN_QwXtjBgbT8qR7-gO8nghzA

Of the six options available, three are heavy rail and three are monorails.

Option One: Automated monorail that would be entirely aerial along the 405 corridor and the Metrolink Ventura County Line railroad tracks with an electric bus shuttle to UCLA. The monorail would originate from the Van Nuys Metrolink station and terminate at Expo Sepulveda Station. The trains could have between two and eight cars, with six cars the normal length during peak hours. Cars would hold 76 to 79 passengers each. The tram would run 15.3 miles and have eight aerial stations at Expo Sepulveda, Santa Monica, Wilshire, with a D line transfer, Getty Center, US 101, G Line Sepulveda Station, Sherman Way, and Van Nuys Metrolink Station. It would connect to UCLA through a separate electric shuttle bus at Wilshire Station.

Option 2: Automated monorail with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA.

This option is identical to Option One except that the connection to UCLA is an automated people mover. A pedestrian bridge would run from the monorail station on the south side of Wilshire to an aerial Automated People Mover (APM) station on the north side of Wilshire. The APM would travel on a structure primarily along Gayley Avenue to an aerial station near the west end of Bruin Walk on the UCLA campus. The people mover would operate at the same frequency as the monorail.

Alternative 3: Automated monorail with aerial segment along the 405 corridor, an underground segment between Wilshire and Getty Center, then entirely aerial along the 405 and Van Nuys Metrolink Line railroad tracks.

This alternative is similar to the first two options, the difference being that it has an underground segment to connect to UCLA and is slightly longer because of it at 16.3 miles. The additional station at UCLA would be an underground station.

Alternative 4: Heavy rail with underground segment south of Ventura Blvd and aerial alignment generally along Sepulveda Blvd in the San Fernando Valley.

The first heavy rail option has almost all the same stations, there would be no stop at the Getty Center, and the same starting and ending points as the monorail options, but has fewer cars that can hold more people, normally each train would have three cars that could hold up to 170 people each. The train could attach an additional car if needed. Train frequency would be slightly slower at 2.5 minutes during peak hours. The train route would be a total of 14 miles and the line would go underground between the E Line and a portal south of Ventura Blvd in the San Fernando Valley. North of Ventura Blvd, the route would generally be located on an aerial structure above Sepulveda Blvd and the Metrolink Ventura County Line railroad tracks.

The train would have four underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line) and UCLA's Gateway Plaza, and four aerial stations at Ventura Blvd, the G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station. The connection to UCLA would be at an underground station at Gateway Plaza.

Alternative 5: Heavy rail with underground segment along Sepulveda Boulevard and an aerial stretch along the Metrolink Ventura County Line tracks in the San Fernando Valley.

This option is very similar to Option Four, the difference is that the alignment along Sepulveda Blvd is also underground, and the only aerial segment is along the Metrolink Ventura County Line railroad tracks. The connection to UCLA would also be at an underground station at Gateway Plaza.

Option 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside.

This option is the one that differs the most from the other heavy rail options. The line terminates at Expo Bundy instead of Expo Sepulveda. Peak hour frequency is every four minutes rather than two minutes. Train capacity is two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The route is 14.6 miles with the segment on the Westside running generally northeast between the E Line Expo/Bundy Station and the UCLA campus. The segment in the San Fernando Valley would follow Van Nuys Blvd. This option would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Blvd (West LA Civic Center), Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, the G Line's Van Nuys Station and the Van Nuys Metrolink Station connecting to UCLA at Gateway, as usual.

The Sepulveda Pass Rail Project was partially secured through the passage of Measure M which is a transportation sales tax. In March, Metro Los Angeles approved contracts for two teams to develop these possible rail lines. LA Sky Rail Express, which is a team that includes John Laing, Skanska, BYD, Gensler, HDR, ACI and Innova, are working on the proposals for aerial monorail options and Sepulveda Transit Corridor Partners, which is a team that includes Bechtel Development Company, Meridiam Sepulveda and American Triple I, has been working on the proposals for heavy rail options.

By *Staff Writer* *December 13, 2021*
in *News*, *Transportation*

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December 13, 2021

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Sherman Oaks Weekly Newsletter 1/21

Alex Naseef <info@cd4.emailnb.com>

Fri 1/21/2022 5:40 PM

To: Dania Chawkins <DChawkins@arellanoassociates.com>

Nithya Raman CD4

fb-header-blue.png

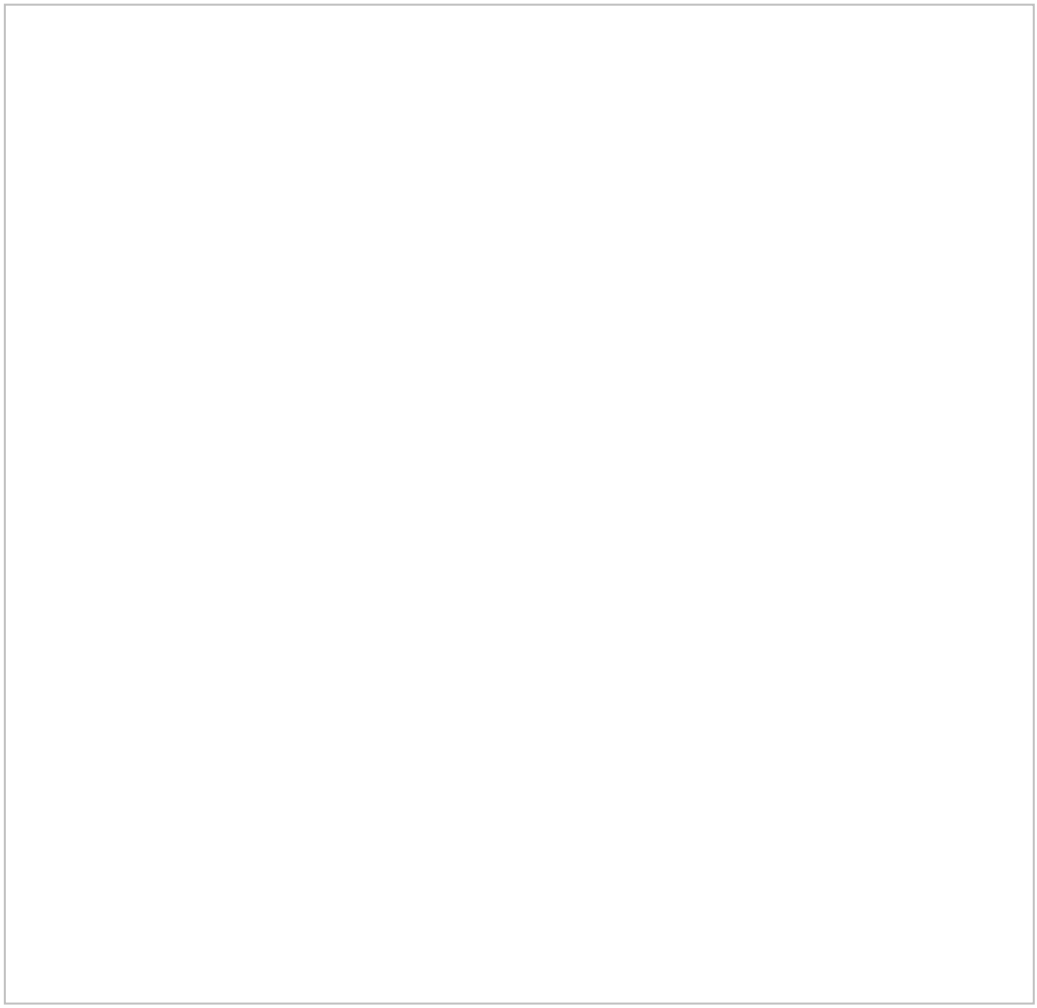
Hi neighbors,

Join Metro tomorrow 1/22 at 10am for the final Sepulveda Transit Corridor Project scoping meeting. 2/11 is the last day to submit comments about the alternatives and issues that should be addressed during the environmental review of this project.

Use this link to register, and receive the zoom information for tomorrow meeting.

Give blood with the American Red Cross at the Sherman Oaks Westfield Mall on Thursday 1/27 from 10am-4pm in the Community Room.

To help battle the blood shortage, sign-up to donate at RedCrossBlood.org



The Los Angeles Homeless Services Authority has decided to postpone the homeless count to February 22. Proof of vaccination and online training is required for the Sherman Oaks homeless count.

Please use this link to find more information and register for the count.

The nomination process for the 8th Annual Inspirational Women's award will begin next week. Please submit your nomination to the United Chambers of Commerce of the San Fernando Valley.
For more information, visit their website.

Charity Spotlight: NoHo Home Alliance served over 30 people at their Studio City drop-in center this past Tuesday! They offered their clients hot meals, and connection to services.

All with a volunteer base helping to make the day run smoothly! Visit the website to learn more.

For questions, concerns, and newsletter recommendations, please email me at [alexandria.naseef@lacity.org].

101 Closures

Date/Time: Sunday, January 23 through Thursday, January 27 from 9 PM to 5 AM; Sunday, January 30 through Thursday, February 3 from 9 PM to 5 AM; Sunday, February 6 through Thursday, February 10 from 9 PM to 5 AM

Location: US 101 (Hollywood Freeway/Ventura Freeway) between Winnetka Avenue and Tampa Avenue.

Details: Residents and businesses located near the freeway are advised to anticipate noise, vibrations, and dust associated with construction activities.

Some lanes may be closed in either direction or both directions simultaneously to facilitate a safe work zone for workers and motorists. At least one or two lanes in each direction will remain open for traffic while work is underway.

The schedule is weather-permitting, and all dates and times are subject to change.

Motorists should expect delays and are strongly advised to avoid the area and use alternate routes. Additionally, motorists can check traffic conditions before they leave by visiting the Caltrans Quickmap (quickmap.dot.ca.gov).

Contact: Contact: Jeremiah Teves, jeremiah.teves@dot.ca.gov

Phone: (213) 793-9669

Hillhurst Ave Cedars Sinai Construction

Date(s): Month of January 2022, weekday work hours

Location: Hillhurst Ave

Details: Final month of Cedars Sinai urgent care, expect related noise during working hours such as safety back-up alarms of trucks and equipment.

Barham Blvd Mainline Improvement Project

Date/Time: January to June 2022 / M-F from 7 AM to 7 PM at onset, occasional Saturday work

Location: Barham Blvd. from just south of Craig Dr. to just south of Lakeside Plaza Dr.

Qs & Concerns: Community Affairs Director Michael Ventre at 213-367-1381 or michael.ventre@ladwp.com

Details: Work will occur in the middle of Barham, and it will be done in 300-foot sections. In those sections, traffic will be reduced to one lane in each direction.

Minor Delays In Sanitation Service

LA Sanitation is currently experiencing staffing shortages that may cause small collection delays this month, especially for blue recycling bins. Your patience is appreciated!

As a CD4 resident, you can request services like overgrown vegetation removal on public rights-of-way, support at neighborhood cleanup events, and more from our LA Conservation Corps teams.

For more info on our teams and how to reach out, visit cd4.lacity.org/cd4-cleanandgreen.

Request Delivery Of Free At-Home COVID Tests

covidtestsdotgov.png

Even if you're vaccinated, it's important to get tested when you experience COVID symptoms or when you've come into contact with someone symptomatic. The federal government is offering delivery of **FREE at-home COVID tests**, with a limit of four tests per residential address that request them. Go to covidtests.gov to request yours!

For additional testing sites across LA County click HERE (or call 211), and for free PCR Test Pickup sites click HERE.

Round 3 Of $5000 Grants For City of LA Business Open 1/24

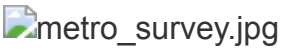
_comeback_checks_round_3.jpg

The LA Economic Workforce Development Department (EWDD)'s Comeback

Checks Program will provide $5,000 grants to approximately 5,000 businesses in the City of Los Angeles. The next round of applications open on 1/24 and close 2/4.

Questions? Contact your local BusinessSource Center for assistance! For more info, visit: ComebackChecksLA.com

Provide Feedback On Metro's Fiscal Year 2023 Budget



Metro is requesting feedback as they develop their annual budget for Fiscal Year 2023. Please click the link HERE to access their 10-minute survey, and let Metro know if you think their budget reflects the needs and preferences of their customers, riders, and the people of Los Angeles.

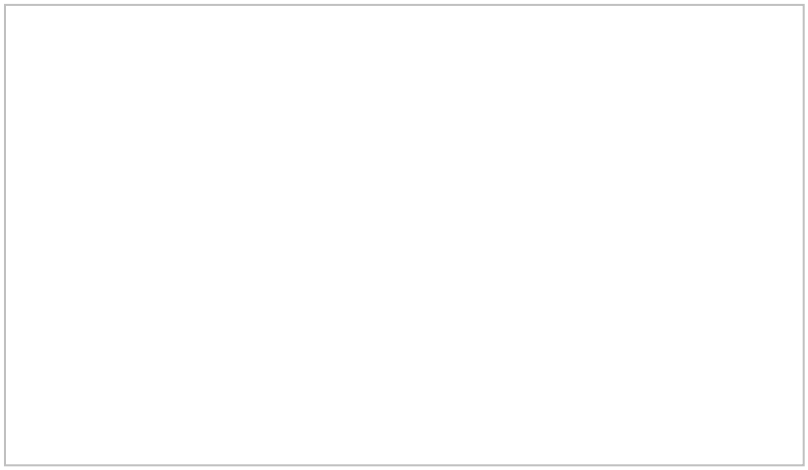
After you complete the survey, enter your contact information for a chance to win a $50 Target gift card or a monthly TAP card! The survey will be open until January 24, 2022.

TOMORROW @10 AM: Sepulveda Transit Corridor Meeting

Metro is working to evaluate alternatives for a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. Join the

upcoming virtual meeting TOMORROW, January 22 at 10 AM to be a part of the initial review process, learn more, and share your input. For more information on the project ways to submit feedback, visit metro.net/projects/sepulvedacorridor.

DEADLINE JAN 31: Get Health Coverage With Covered CA



With only a few days left in Open Enrollment 2022, we are urging uninsured Californians to get enrolled in health care coverage by the January 31 deadline.

Sign up for high-quality, brand-name, and affordable health care plans through Covered California by clicking HERE.

Apply For Grants To Greenify Your Neighborhood

If you have a project idea to greenify your neighborhood, engage communities, and expand the capacity of local community groups, apply to California ReLeaf's Treecovery Grant Program, with grants up to $90,000 available. **Applications are due by January 31! More information on the program and how to apply HERE.**

Griffith Park Half Marathon & 5K Coming 2/13!

The annual Griffith Park Half Marathon & 5K is back! Proceeds support the Los Angeles Parks Foundation, and Aztlan Athletics is offering both in-person and

virtual tickets to ensure that everyone can enjoy the scenic route in iconic Griffith Park. For more information and to register, click HERE.

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Metro is hosting a second virtual scoping meeting for the Sepulveda Transit Corridor project. Join Metro on Tuesday, 1/11 at 6:00pm to provide your input. You can use this link to submit a comment, and register for the 1/11 meeting.

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Traffic & Transit

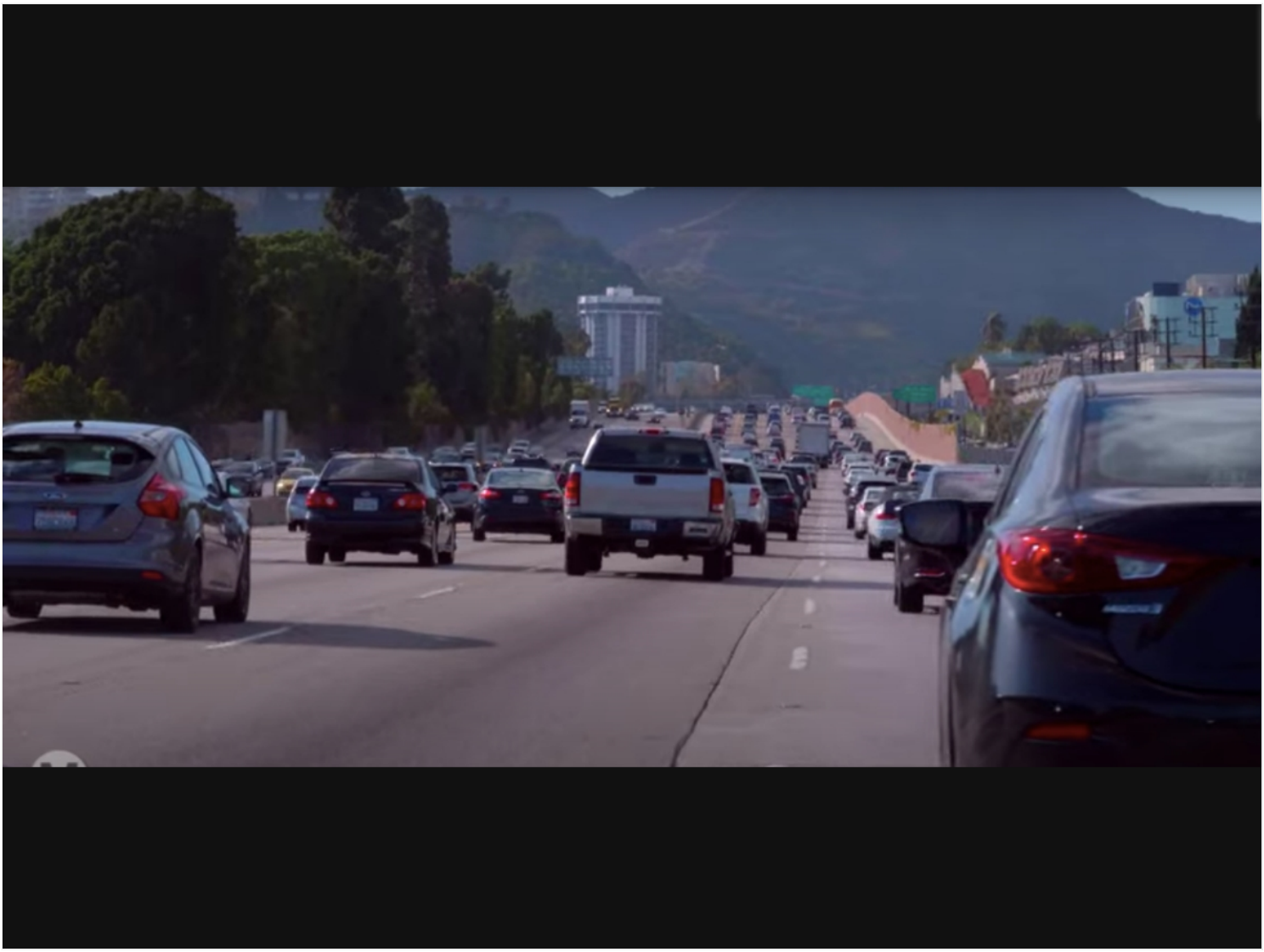
UCLA Weighs In On Metro's Sepulveda Corridor Mega-Project

The project aims to connect the San Fernando Valley, the Westside and eventually LAX.

City News Service, News Partner

Posted Mon, Feb 14, 2022 at 6:43 pm PTUpdated Mon, Feb 14, 2022 at 6:45 pm PT

Reply



The scoping period began on Nov. 30 and ended on Friday for the Sepulveda Transit Corridor Project, called a "mega-project" by Metro, which is considering six alternatives with varying routes and modes of transport: (Metro/Youtube)

LOS ANGELES, CA — During Metro's scoping period to get feedback on the transit agency's project to connect the San Fernando Valley, the westside and eventually LAX, UCLA sent a letter to the agency urging it to include a stop on its campus, university officials said Monday.

The scoping period began on Nov. 30 and ended on Friday for the Sepulveda Transit Corridor Project, called a "mega-project" by Metro, which is considering six alternatives with varying routes and modes of transport:

- alternative 1: an automated monorail system that would be entirely aerial along the 405 corridor and the Metrolink Ventura County Line railroad tracks with an electric bus shuttle to UCLA;
- alternative 2: an automated monorail system with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA;
- alternative 3: an automated monorail system with aerial segment along the 405 corridor, with a monorail station on the UCLA campus;
- alternative 4: a heavy rail system with underground segment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley, with an underground rail station on LAX's campus as Gateway Plaza;
- alternative 5: a heavy rail system with underground alignment including along Sepulveda Boulevard in the San Fernando Valley, with an underground rail station on campus at Gateway Plaza; and
- alternative 6: a heavy rail that would be entirely underground, including along Van Nuys Boulevard in the San Fernando Valley, and with a southern

terminus station on Bundy Drive on the Westside and an underground rail station on campus at Gateway Plaza.

In a letter addressed to Metro Project Manager Peter Carter on Thursday, UCLA's Administrative Vice Chancellor Michael Beck urged the agency to select alternative 4, 5 or 6, which have heavy rail stations at UCLA."Ensuring that the Sepulveda Transit Corridor includes a station in the center of campus is a very high priority for UCLA," Beck said in a statement about the letter.

Find out what's happening in Sherman Oaks with free, real-time updates from Patch.

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"We believe it is an equity imperative for Metro to provide the people of Los Angeles with a smart MetroRail option to access the UCLA campus and UCLA Health. Given that over one-third of our students are federal Pell Grant recipients, providing an affordable transportation option to our campus is very important."He said the university opposed Alternative 3, which includes a monorail station at UCLA, because it wouldn't provide a seamless connection to the Purple (D) Line, assumes the use of UCLA property that the university hasn't agreed on, and may face opposition from Westwood neighbors.In the letter, Beck noted that UCLA is the largest employer west of downtown and about 84,000 students, faculty, staff, visitors and patients at its hospital are at the campus each day.

"In sum, the Sepulveda Transit Corridor project presents Metro with a golden opportunity to truly impact congestion in a significant positive way and improve the quality of life for residents of Southern California. But to realize this opportunity, Metro must build a project that maintains its long- term

congestion reduction objectives, improvements in equity and access, and minimal operational impacts on neighborhoods," Beck said in the letter.

"Only the alternatives including an on-campus UCLA station and seamless connection to the Purple/D Line at Wilshire and Westwood can realize this opportunity and meet Metro's own objectives. Los Angeles and her people deserve nothing less. We cannot squander this momentous opportunity. Let's get it right and build a Sepulveda Transit Corridor that works for all of Los Angeles.

The estimated $9.5 billion project is funded through Measure M, the transportation sales tax that L.A. County voters approved in 2016, as well as state and federal dollars.

Full details on the alternatives, including maps, are available at https://wp.me/p26tDN-yuP

City News Service

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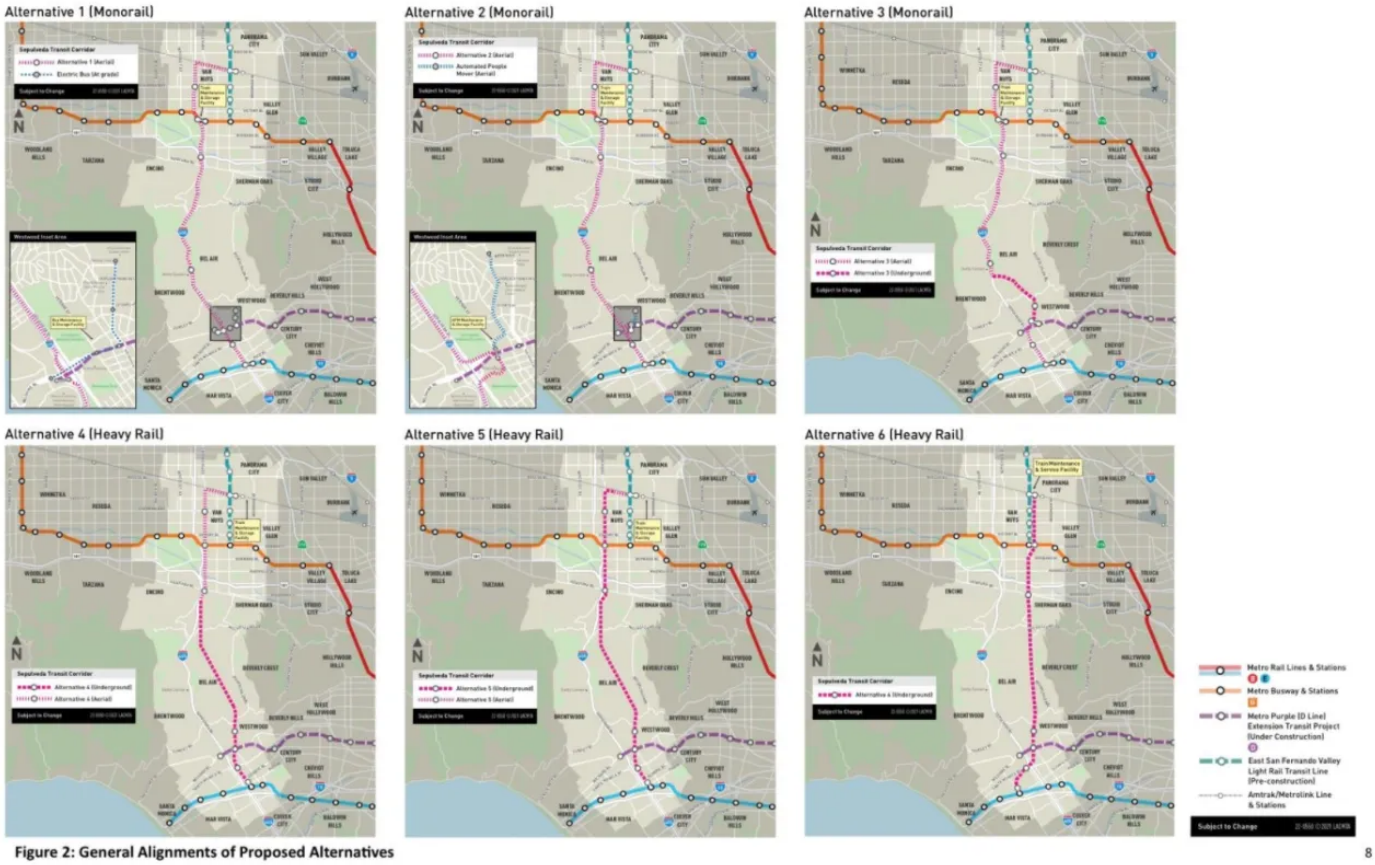
Homeowner Groups: Metro Sepulveda Rail Will Destroy Neighborhoods

By Joe Linton | Feb 7, 2022 | 4 COMMENTS

Rendering of potential Metro station at Sepulveda and Ventura Boulevards

Metro is planning its Sepulveda Transit Corridor project – a new transit line connecting the Valley with the Westside, and ultimately connecting to LAX a few decades from now. The project is currently in the environmental review scoping phase, with public comments due this Friday, February 11.

Metro is currently considering building the line via a public-private partnership, with two teams vying for the project. One team, headed by BYD, has proposed an astonishingly problematic mid-freeway monorail, that even the L.A. Times is against. The other team, headed by Bechtel, has proposed an expensive – but likely workable – heavy rail subway. Many of the alignments under consideration include ill-considered hellish freeway stations – either in mid-freeway, or right next to it (see image at top).



Metro is currently focused on these six alternatives for Sepulveda transit. See The Source for larger images of each alternative.

Metro's current Sepulveda scoping process is focused on six alternatives. They include three versions (alternatives 1-3) of the hellish mid-freeway monorail and three versions (alternatives 4-6) of heavy rail. Alternative 4 includes a subway on the Westside, and about six miles of elevated heavy rail in the Valley – mostly atop Sepulveda Boulevard. Alternatives 5 and 6 are heavy rail subways; they are similar in West L.A. and, in the Valley, would run below Sepulveda Boulevard or Van Nuys Boulevard respectively.

The project is already coming into criticism from nearby homeowners.

On the Westside, the Bel-Air Association (BAA) has announced their position to be "that **NO tunneling** should take place under residential neighborhoods." All non-monorail alternatives would tunnel under Bel-Air. Today, BAA posted an alert encouraging homeowners to submit comments against tunneling and for monorail.

On the Valley side, the Sherman Oaks Homeowners Association (SOHA) recently distributed a flier critical of proposed aerial rail through part of the San Fernando Valley. Back in 2019, SOHA similarly opposed Metro Sepulveda rail; their presentation then used misleading rail renderings.

Sherman Oaks Homeowner Association (SOHA) flier – photo by Streetsblog L.A.

Though the flier uses anti-train and anti-Metro hyperbole, SOHA is, to some extent, pushing for underground rail. They are primarily voicing opposition to Alternative 4, which would run on elevated tracks above Sepulveda Boulevard. Some Valley voices frame this as asking that the Valley receive the same subway treatment as the Westside. Given that underground rail is more expensive than aerial rail, this would drive up the cost.

SBLA posted the SOHA flier to Twitter, where it has received a number of responses pointing out how any adverse impacts of aerial rail would dwarf those of the existing 10+ lanes of the 405 Freeway that already runs through Sherman Oaks.

StreetsblogLA @StreetsblogLA · Feb 3, 2022

Some Sherman Oaks anti-rail homeowners are at it again - new flier spotted. RUNS ABOVE SEPULVEDA! Trains every 45 seconds! (a thread)

hexagonal tduds
@t_____duds

Everything in these images that isn't the train is a highway.

1:50 PM · Feb 3, 2022

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Some Sherman Oaks anti-rail homeowners are at it again - new flier spotted. RUNS ABOVE SEPULVEDA! Trains every 45 seconds! (a thread)

TJ
@Sarcazmos

LOL they literally live next to the 405, the loudest, dirtiest, ugliest part of that whole area

11:31 AM · Feb 3, 2022

62 Reply Share this Tweet

Read 1 reply

One responder, @joninsocal, crafted an alternative version of the flier.

Fixed it for you. What Sherman Oaks folks should probably be concerned about: freeways. Via @joninsocal Twitter

Get your Sepulveda Transit scoping comments in by this Friday. You can be sure that many anti-rail reactionary homeowners will.

Details on how to submit scoping comments at Metro's The Source.

Filed Under: Metro, Sepulveda Transit, The Valley, West LA, Westwood

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MOST RECENT

L.A. City Council Transportation Committee Approves Unprecedented Speed Limit Reductions

OUT, DAMN SHARROWS: Vote For the Sorriest Bike Infrastructure

State Grants $808M to Support Housing as a Climate Strategy

Bike Bills: An Omnibus, and Stop-as-Yield

SGV Connect 89 – N. 710 Freeway Mobility Hub Study

4 Comments StreetsblogLA Disqus' Privacy Policy 1 Login

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Join the discussion…

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OR SIGN UP WITH DISQUS ?

Name

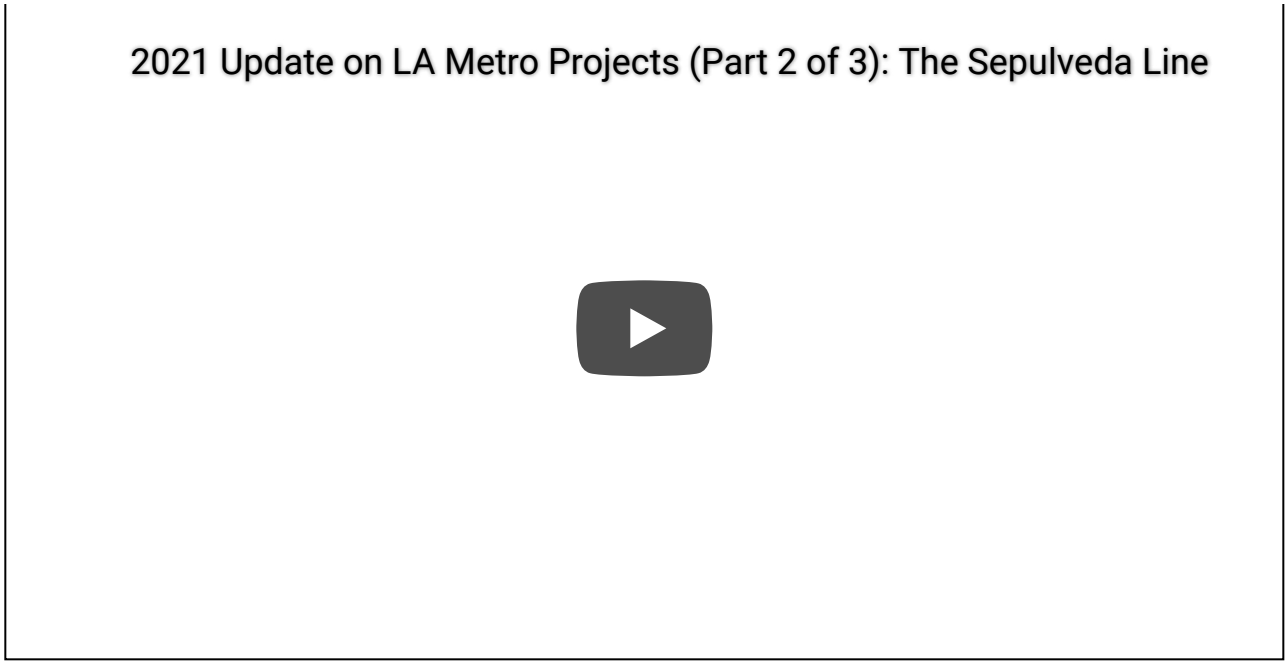
Michael Escobar • 5 days ago

Sadly, Metro won't destroy Sherman Oaks. But one can dream...
Seriously though, that flyer is amazing, and I'd love to see more vigorous advocacy like this for our side. The "Bay or River?" poster that kicked off Save the Bay in San Francisco was historic.

1 • Reply • Share ›

Marcotico • 6 days ago • edited

The 37 min. but highly entertaining YouTube breakdown of this project should be required viewing for anyone interested in having an informed opinion.



What it points out is that when you read the fine print all the monorail alternatives 1-3 have un-paid for components , for connecting to UCLA. 1) Automated people mover 2) electric bus (at grade!) 3) freeway detour.

2 ^ | v • Reply • Share ›

John Crandell • 8 days ago

Tunneling beneath Bev Hills is O K, but not Bel Air, apparently. Gawd, as if the Wicked Witch of East Bel Air were still alive....

1 ^ | v • Reply • Share ›

jacobe • 8 days ago

We should make similar flyers for every freeway expansion project

3 ^ | v 2 • Reply • Share ›

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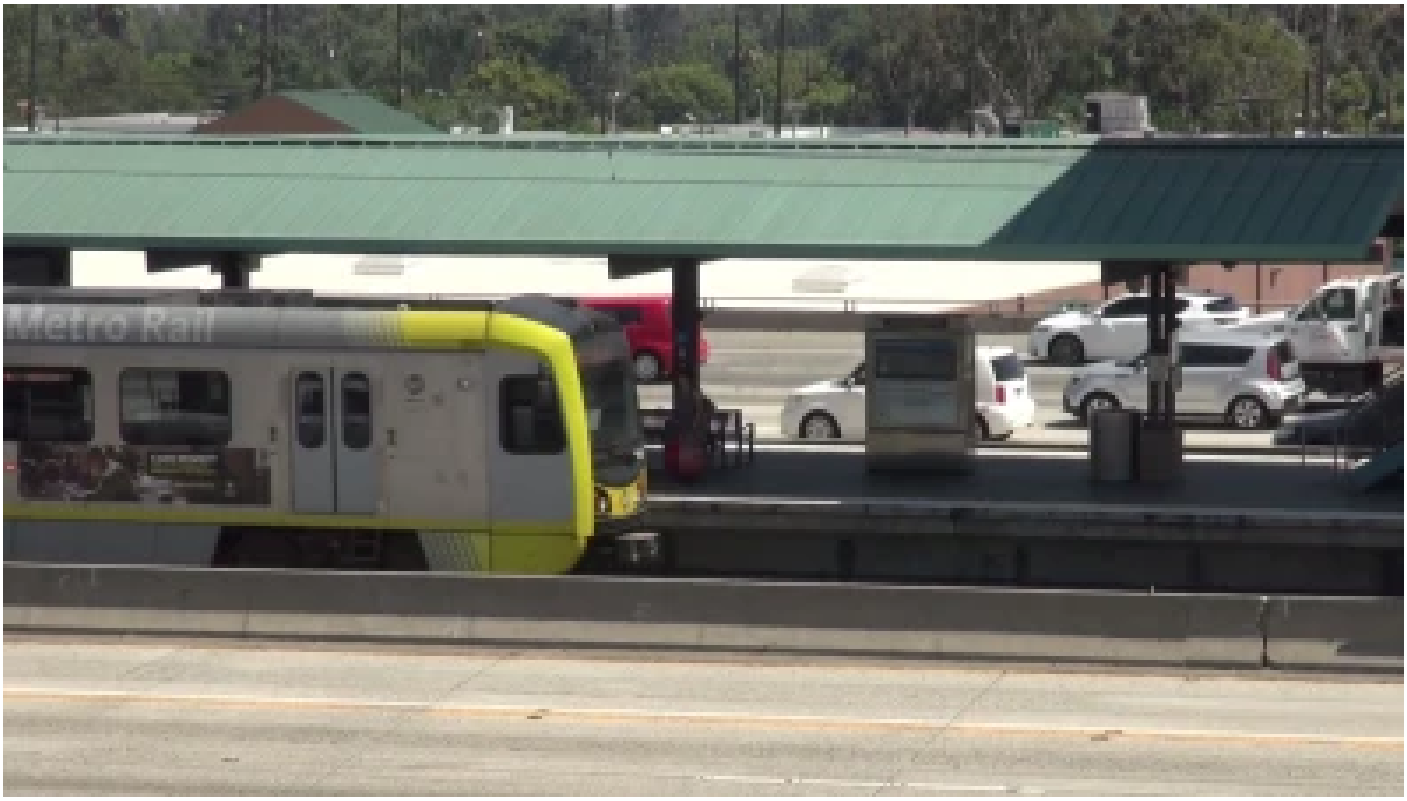


Ten Reasons to Ditch the Sepulveda Monorail Proposal Now

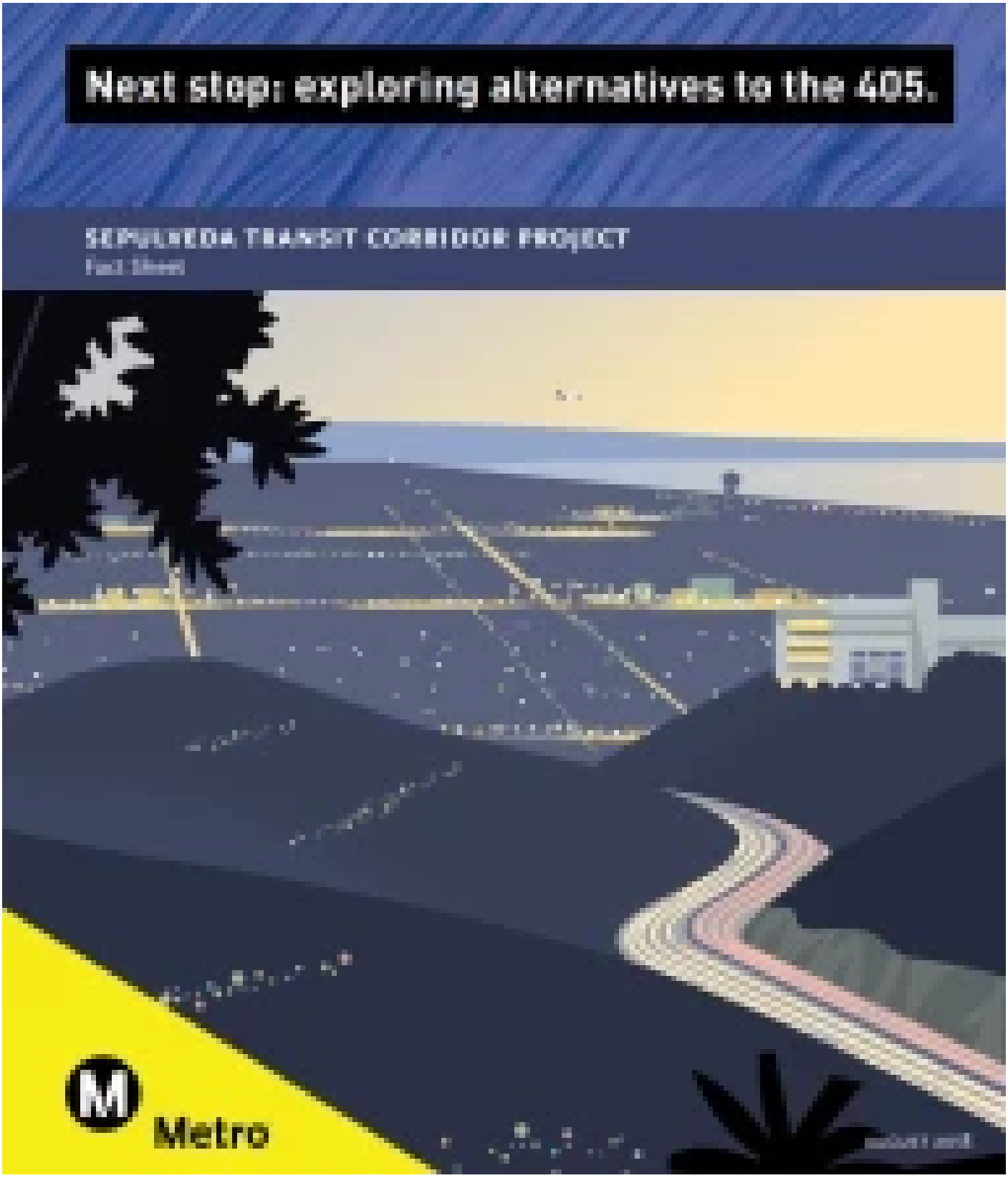
By Joe Linton | Mar 15, 2021

This week, Metro's Executive Management Committee is considering approving a $63 million contract for further work on a monorail proposal that should have been already been deemed infeasible

Sherman Oaks Nimbys Bash Sepulveda Rail Plans, Push Unrealistic Freeway Monorail

By Joe Linton | Jul 30, 2019

Sherman Oaks Nimbys criticize the Sepulveda line project coming and going. Trains are too expensive - and less expensive aerial alternatives are "UNACCEPTABLE."



New Metro Sepulveda Transit Info: Draft Alignments, Estimated Costs and Ridership, Potential Freeway Stations

By Joe Linton | Jul 23, 2019

Riders could go from Van Nuys to LAX in 30 minutes… but several freeway stations are still under consideration

San Fernando Valley Prioritizes Freeways, Then Bemoans Lack of Transit

By Joe Linton | Dec 23, 2014

This seems to be the week that the news is that nothing happened in the San Fernando Valley. Last Thursday, SBLA reported that Metro Orange Line speed improvements are not happening yet. On Sunday, the Daily News ran a piece by Dakota Smith entitled, Lack of new San Fernando Valley rail lines draws complaints. Here's […]

Draft Details Announced for "28 by 28" Metro Projects for L.A. Olympics

By Joe Linton | Dec 1, 2017

Garcetti is pushing 28 by 28 to complete major Metro projects before the Olympics

Updates from the February 2021 Metro Board Meeting

By Joe Linton | Feb 26, 2021

Transit policing budget, restoring transit service, fareless transit initiative, Sepulveda Transit Corridor, 5 Freeway cost overruns, and Boyle Heights joint development

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UPCOMING PROJECTS: December 2021

0

BY TBM STAFF ON JANUARY 25, 2022 FEATURED STORIES, TUNNEL UPDATE

CALIFORNIA

Los Angeles

Sepulveda Transit Corridor Project

Metro is making strides to improve travel between the San Fernando Valley, the Westside and Los Angeles International Airport (LAX). The natural barrier created by the Santa Monica Mountains means that most people traveling between these areas are funneled primarily onto the I-405 Freeway, already ranked as one of the most traveled urban highways in the nation.

The Sepulveda Transit Corridor is part of the Measure M expenditure plan, with approximately $5.7 billion for new transit service to connect the San Fernando Valley and the Westside, scheduled to open by 2033-35. Approximately $3.8 billion is allocated to extend that service from the Westside to LAX with a 2057-59 opening date.

In March 2021, Sepulveda Transit Corridor Partners (Bechtel) was awarded a $69.9 million contract to further develop its proposed heavy rail transit solution concept. More than 60% of the partner team's proposed heavy rail concept would travel underground, with the remainder of the line traveling primarily in an aerial section. A Valley-to-Westside trip would take just under 20 minutes according to the team's proposal. The team's estimated costs for constructing this proposed solution is $10.8 billion.

LA SkyRail Express was awarded a $63.6 million contract to further develop its proposed monorail concept that would be an aerial alignment primarily within the I-405 right-of-way between the Valley and Westside. Proposed travel times via monorail are estimated at 24 minutes. The LA SkyRail Express team's baseline proposal cost for building the monorail concept is $6.1 billion.

In August 2021, Metro issued Notices to Proceed to the two teams to officially begin project development. Metro has begun the environmental review phase with project scoping starting Nov. 30, 2021 and continuing through Feb. 11, 2022. PDAs enable early contractor involvement in Metro's transit project and increase the likelihood that the project can be built via a public-private partnership that allows for innovations in design, engineering, construction approach, financing and operations.

Web: https://www.metro.net/projects/sepulvedacorridor/

Sacramento

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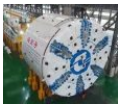
TBM'S MOST RECENT ARTICLES

hyperTunnel Develops New Way to Build, Repair, Enlarge and Monitor Tunnels


CREG's Slurry TBM Contributes to Award Winning Dalian Metro Line 5 Project

DFI Accepting Abstracts for 47th Annual Conference on Deep Foundations

Worldsensing Announces Event Detection Solution for Ground Movement Monitoring

ITA Tunnelling Awards 2021 Winners

San Joaquin Delta that is designed to protect water supplies from sea-level rise and saltwater intrusion into the Delta. Additionally, the project will help to reduce the risk associated with earthquakes, improve water supply reliability, and reduce impacts on local Delta communities and fish. The project, originally envisioned to include twin tunnels, is being redesigned as a single-tunnel option under Gov. Gavin Newsom, who took office in January 2019. The department released a modified schedule in August 2020 to align the state and federal environmental review processes, as well as to accommodate additional time needed for modeling. DWR expects permitting to be complete in mid-2024.

Web: water.ca.gov/

San Jose

BART Silicon Valley Extension

The $6.5 billion, 6-mile BART Silicon Valley Phase II Extension includes 5 miles tunnel constructed by a single, large-bore TBM on the order of 45-ft in diameter. The extension includes four stations (three underground). The overall project is a 16-mile extension of the Bay Area Rapid Transit system in the San Francisco Bay area. A joint venture of HNTB and WSP agreed to a four-year, $88.3 million program management contract with the owner, Santa Clara Valley Transportation Authority (VTA). Mott MacDonald/PGH Wong was awarded a general engineering consultant contract in January 2019.

In January 2021, VTA announced that it was the first transit agency in the nation to submit an application for $1.735 billion through the Federal Transit Administration's (FTA) Expedited Project Delivery Pilot Program (EPD). VTA also received a $100 million funding allocation from the program, announced by the FTA earlier on Jan. 11. In May, VTA announced that the project has advanced to the final step in the application process for the EPD program, and selected three joint ventures to submit proposals on the estimated $2 billion track and tunnel work contract. The $1.735 billion in federal funds will complete the funding plan to build the Phase II Project.

Early construction activities are planned to begin in 2022 with substantial construction completed by 2028, followed by systems testing, integration, and safety certification.

Web: vta.org/projects/bart-sv/

DISTRICT OF COLUMBIA

Washington

Potomac River Tunnel Project

The Potomac River Tunnel is a component of DC Water's long-term control plan (LTCP), also known as the DC Clean Rivers Project. The Consent Decree establishes schedules for construction of the Potomac River Tunnel and other CSO control facilities under the DC Clean Rivers Project, including a 2025 deadline to implement the project in its entirety. The Potomac River Tunnel, 24,000 lf and 18-ft ID, will be located approximately 100 ft below ground. CSOs captured by the Potomac River Tunnel would be conveyed to the Blue Plains Advanced Wastewater Treatment Plant.

The schedule is as follows: Design, Permitting, Third-Party Coordination: Ongoing; Request for Qualifications: Late 2021; Request for Proposal: Mid-2022; Contract Award/Start Construction: Mid-2023; Place in Operation: March 23, 2030 (Consent Decree Milestone).

Web: dcwater.com/projects/potomac-river-tunnel-project

MARYLAND

Baltimore

B&P Tunnel

The B&P Tunnel is a planned replacement of the existing B&P Tunnel, which is an integral portion of Amtrak's Northeast Corridor. The new tunnel would replace the low speed, two-track brick arch tunnel, built in the 1870s with four, new single bore, high speed tunnels. The estimated construction cost is $5 billion, with a construction duration of a decade.

Amtrak is currently performing final design and initiating property acquisitions to prepare for construction. Pending sufficient funding for the approximately $4 billion investment, early construction activities on the tunnel's southern

Web: bptunnel.com/

Baltimore-Washington

Northeast Corridor Superconducting Maglev
The plan for the first leg of the Northeast Corridor Superconducting Maglev comprises 60 km from Washington to Baltimore, approximately 75 percent of the alignment in tunnel, and two underground stations (Washington, BWI Airport) and one at-grade station (Baltimore). The total cost is over $10 billion. TBM tunneling is anticipated as a single bore with guideways (outside tunnel diameter approximately 15m). As many as eight or nine TBMs are anticipated.

The Draft Environmental Impact Statement (DEIS) has been released but has been paused to review project elements and determine the next steps, according to the project website.

Owner: TNEM/BWRR; Prime Consultant: WSP (formerly Louis Berger); Tunneling subconsultant: Gall Zeidler.

Web: bwmaglev.info

MASSACHUSETTS

Redundancy Tunnel Program
The Redundancy Tunnel Program for the Massachusetts Water Resources Authority (MWRA) will allow reliability of vital drinking water system that was impacted by 2010 main break that resulted in an estimated impact of $310 million per day. The two main components are:

- Northern Tunnel – 4.5 miles long, 10-ft dia., 200-500 ft deep
- Southern Tunnel – 9.5 miles long, 10-ft dia., 200-500 ft deep

The construction duration is estimated to last between 17-23 years, with construction beginning around 2026. The cost estimate is $1.475 billion. A CDM Smith-led team was awarded a $15.7 million, 3.5-year contract in September 2020 to develop and evaluate tunnel route alternatives, deliver environmental impact reports, conduct geotechnical investigation and evaluation and prepare a preliminary design report.

MISSOURI

St. Louis

Project Clear Tunnels
Metropolitan St. Louis Sewer District (MSD) has begun an ambitious program called Project Clear, a multi-billion dollar investment addressing wastewater overflows. The system improvements include construction of nine tunnels to control sewer overflows.

The Lower Meramec Tunnel bids were opened on July 22, 2020, and the project awarded to SAK Construction LLC ($173,882,288.00). The project includes a 6.8 tunnel between 78 and 286 ft into which 96-in. pipe will be installed.

Upcoming tunneling components of Project Clear include (Project, Construction Begin, Construction Cost Estimate, Tunnel Length, Tunnel Diameter):

- Lower & Middle Des Peres Storage Tunnel, 2027, $631,000,000, 9 miles, 30 ft dia
- River Des Peres Tributaries CSO Tunnel, 2028, $375,000,000, 12,144 ft, 20 ft dia
- Upper River Des Peres CSO Storage Tunnel, 2032, $226,000,000, 8,976 ft, 24 ft dia

Web: msdprojectclear.org/

NEW YORK

New York

million gallon CSO tunnel in Queens as part of a Long-Term Control Plan. The tunnel is expected to be 18-20 ft in diameter an estimated cost of between $670 million $829 million for the preferred alternative. Preliminary plans envision construction occurring from 2026 to 2035.

Web: www.nyc.gov

New York

Hudson Tunnel Project/Gateway

The Hudson Tunnel Project is a new two-track heavy rail tunnel along the Northeast Corridor from the Bergen Palisades in New Jersey to Manhattan that will directly serve Penn Station New York. It consists of three major elements: the Hudson Yards right-of-way preservation project, the Hudson Tunnel, and the rehabilitation and modernization of the existing North River tunnel.

A joint venture of WSP, AECOM and STV has been awarded the design contract. The tunnel portion of the contract, estimated at $13 billion, is envisioned to be a design-build contract including the Palisades Tunnel and Hudson Tunnel. The Hudson Tunnel Project is currently in the environmental review process and is on hold pending finalizing funding sources.

The Hudson Tunnel Project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity. The Port Authority of New York and New Jersey (PANYNJ) currently serves as the project sponsor, but the project is a joint undertaking that also includes Amtrak and New Jersey Transit (NJ TRANSIT).

The existing North River Tunnel, opened in 1910, is owned by Amtrak. NJ TRANSIT and Amtrak operate approximately 450 trains each weekday through the tunnel that carry over 200,000 daily passenger trips. The North River Tunnel presents reliability challenges due to damage from Superstorm Sandy in 2012, as well as the overall age the tunnel and the intensity of its current use. Significant delays to a large number of trains occur when problems arise.

Web: hudsontunnelproject.com

New York

Second Avenue Subway – Phase 2

Design is underway for the Phase 2 of the second Avenue Subway. A joint venture of WSP and STV is working on the design for the project that extends the line northward from 96th Street to 125th Street – a total of 1.5 miles with three new stations. The alignment will use some existing tunnels originally built in the 1970s, in addition to new soft-ground TBM tunnels. The cost estimate for this phase of the project is $6 billion, with revenue service anticipated between 2027 and 2029. An environmental review is underway per the National Environmental Policy Act, and street-level survey work (gathering of geological samples and identification of utility locations) is ongoing, according to the MTA website.
Web: web.mta.info/capital/phase2_sas.html

OHIO

Cleveland

NEORSD Project Clean Lake

Project Clean Lake for the Northeast Ohio Regional Sewer District (NEORSD) includes several major tunnel components to store and convey combined sewer overflows. The major upcoming tunnel projects include:

- Shoreline Storage Tunnel – 15,300 lf of 21-ft diameter soft ground CSO tunnel. (Bidding 2021);
- Southerly Storage Tunnel – 18,340 lf of 23-ft diameter CSO tunnel. It is anticipated to bid in 2024;
- Big Creek Storage Tunnel – 22,400 lf of 18-ft diameter CSO tunnel. It is anticipated to bid in 2029.

Web: neorsd.org

PENNSYLVANIA

Pittsburgh

(CSOs) as part of a consent decree with EPA. The $2.8 billion system improvement program is expected to include tunnel segments to store and treat overflows. The improvements are slated to be complete by 2026. The tunnels include: Ohio River Segment (1.9 miles, 12-14 ft in diameter, $84 million); Allegheny River Segment (3.6 miles, 12-14 ft in diameter, $136 million); and Monongahela River Segment (4.5 miles, 12-14 ft in diameter, $152 million). Additionally, the program will include interceptor and consolidation sewers, dewatering pump station and treatment plant improvements. Plans unveiled in September call for tunneling to begin on the Ohio River in 2023, with the others to follow.

Web: alcosan.org

TEXAS

Austin

Project Connect

On Nov. 5, 2020, voters in Austin, Texas, approved the $7.1 billion Project Connect transportation proposal. This proposal, which includes a 1.6-mile tunnel in the city's downtown area, includes using property tax revenue to fund the project, with 45% coming from federal sources. The measure passed by a margin of 58-41.

Project Connect is to include:

- A new rail system would serve North and South Austin, the airport, downtown and Colony Park.
- A transit tunnel downtown would separate rail from traffic to improve on-time performance.
- Expanded bus service with an all-electric bus fleet, new routes and on-demand circulators within certain neighborhoods.
- Nine new Park & Rides throughout the region with improved connections and new amenities.

The Downtown Transit Tunnel will separate proposed light rail service from street traffic, enabling faster, safer and more reliable travel through downtown. The new rail system will connect at underground stations at Republic Square and other downtown locations. These stations are planned to include such amenities as retail, restaurants, a transit store and service center.

The tunnel's stations will provide connections to the new rail system and expanded bus service. In addition to a transitway, the stations will provide a new public space for transit customers and the larger community. The stations will be climate-controlled and are planned to include features such as public art installations, a performance venue for live music, shops, coffee shops, restaurants, free Wi-Fi access, comfortable seating, public restrooms and security cameras. Agents at the CapMetro Transit Store will serve customers with transit information and sell tickets for all services.

The City of Austin is one of multiple taxing entities to which property owners pay property taxes annually. With the approval of Proposition A, 8.75 cents of the City's property tax rate revenue will be dedicated to the Austin Transit Partnership to fund implementation of Project Connect. Now approved by voters, the Project Connect portion of the City's property tax rate will become part of the City's property tax rate each year.

The initial investment includes 27 miles of rail service and 31 stations, including the downtown tunnel and stations.

Austin

Phase 2 Lake Travis Deep Water Intake

The Brushy Creek Regional Utility Authority (BCRUA) has embarked on a multiple year program to increase capacity and manage concerns associated with recent historic low water levels of Lake Travis. The program includes: a multiple level-screen deep water intake assembly and shaft extending about 70-ft below lake bottom; approximately 10,000-ft of 96-in. diameter tunnel to convey water by gravity from the intake to a new on-shore pump station (with a subterranean forebay, multiple individual pump wells and a 30 ft diameter wetwell extending about 300 ft below grade); and 3,000-ft of 84-in. diameter pressurized transmission tunnel. Final design is expected to be completed in mid-2021. Construction is estimated to begin in 2021 with completion in 2026. Total project cost is estimated at approximately $180 million (subject to change).

Web: bcrua.org

Dallas

provide a second light rail alignment through downtown Dallas.

Thirty-four borings have been completed since 2016, providing data on conditions up to 120 ft below grade. These borings have revealed the rock types of Austin Chalk (limestone) and Barnett Shale (shale). Upon completion of soil and rock testing, additional evaluations will be performed to help DART determine the most appropriate method(s) to construct the tunnel, stations, and station access portals.

The project budget is $1.7 billion and includes 1.3 miles of alignment below grade (2 miles total) and three underground stations (four total).

In March 2021, Dallas City Council unanimously approved a resolution supporting the project.

Web: dart.org/D2

Houston

Flood Control Tunnels

The Harris County Flood Control District is entering the second phase of a study to explore the feasibility of building deep tunnels to divert storm water to prevent flooding. The district signed a $2.5 million contract with Black & Veatch to study the size and effectiveness of tunnels at various locations in the county, as well as funding sources. The district got a $2.5 billion flood bond approved last summer.

According to the communityimpact.com, early estimates indicate that it would cost about $1.5 billion to build 10 miles of 40- to 50-ft tunnel. The next phase would include preliminary engineering, which would take approximately 12-18 months.

Web: hcfcd.org

WASHINGTON

Seattle

West Seattle and Ballard Link Extensions

Sound Transit is planning for new extensions to its Link Light Rail system including:

- West Seattle to Downtown: includes 4.7 miles of light rail services with a potential tunnel and underground station, and
- Ballard to Downtown: includes 7.1 miles of new LRT service including a new downtown Seattle rail-only tunnel.

The Sound Transit Board has identified preferred alternatives and other alternatives to study in a Draft Environmental Impact Statement. The Draft EIS is the next step in the environmental review process, where we will evaluate potential impacts and benefits of the alternatives on the natural, built and social environment, and identify potential mitigation measures. Sound Transit expects to publish the Draft EIS in early 2022 for public review and comment.

Web: soundtransit.org

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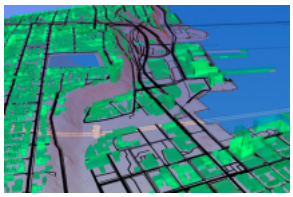

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mynewsla.com
UCLA Urges Metro To Include Sepulveda Transit Project Stati...
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1/10/22 - 1/16/22 Griffith Park, Silver Lake, Los Feliz & Hollywood United NC - Neighborhood Updates

helene.rotolo@lacity.org <info@cd4.emailnb.com>
Fri 1/14/2022 7:57 PM
To: Dania Chawkins <DChawkins@arellanoassociates.com>

Dania --

{YOUR NAME}

Our office will be closed on **Monday, January 17** in observance of Martin Luther King, Jr. Day.

For public safety matters, please use one of the below numbers to contact first responders or other city personnel:

Immediate life threatening police, fire or medical emergency: 9-1-1

Police non-emergency: 877-ASK-LAPD (877-275-5273)

Traffic Control (signal light out): 213-485-4184

Department of Water & Power: 800-342-5397

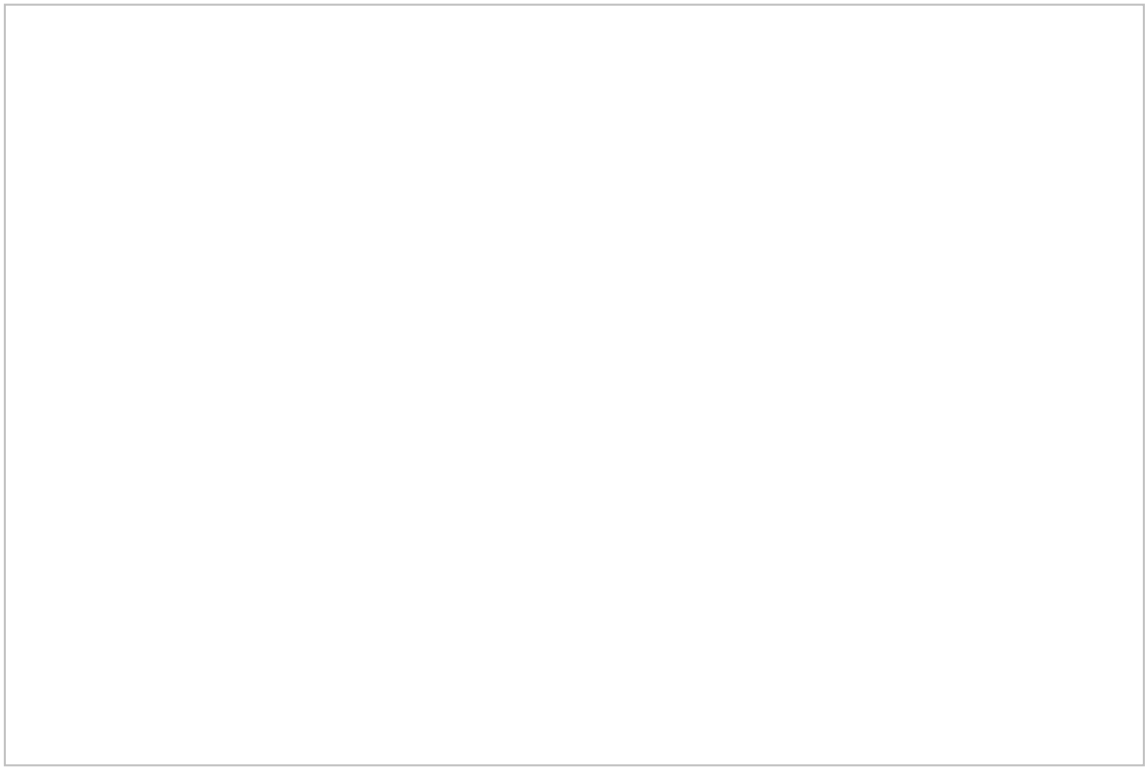
For questions and concerns, please email me at Helene.Rotolo@lacity.org.

Neighborhood Updates:

Hollywood Reservoir Partially Reopened

LADWP has partially reopened the Hollywood Reservoir as of January 13, 2022. The Tahoe and Weidlake gates will be open from 6:30am to 5:00pm, while the area between North Gate the landslide will remain closed to the public.

Griffith Park Observatory Temporary Closure:



When the building is open, visitors age 12 and over must show proof of COVID-19 vaccination to enter. Masks are required inside at all times.

Other Street Closures:

Barham Blvd Mainline Improvement Project

Work will occur in the middle of Barham Blvd. beginning south of Craig Dr. to south of Lakeside Plaza Dr., and it will be done in 300-foot sections. In those sections, traffic will be reduced to one lane in each direction.

- January to June 2022 / M-F from 7 AM to 7 PM, occasional Saturday work

If you have questions or concerns, contact: Community Affairs Director Michael Ventre at 213-367-1381 or michael.ventre@ladwp.com

US 101 (Hollywood Freeway/Ventura Freeway) between Winnetka Avenue and Tampa Avenue.

Residents and businesses located near the freeway are advised to anticipate noise, vibrations, and dust associated with construction activities.

- Tuesday, January 18 through Thursday, January 20 from 9 PM to 5 AM
- Sunday, January 23 through Thursday, January 27 from 9 PM to 5 AM
- Sunday, January 30 through Thursday, February 3 from 9 PM to 5 AM

- Sunday, February 6 through Thursday, February 10 from 9 PM to 5 AM

Some lanes may be closed in either direction or both directions simultaneously to facilitate a safe work zone for workers and motorists. At least one or two lanes in each direction will remain open for traffic while work is underway.

The schedule is weather-permitting, and all dates and times are subject to change.

Motorists should expect delays and are strongly advised to avoid the area and use alternate routes. Additionally, motorists can check traffic conditions before they leave by visiting the Caltrans Quickmap (quickmap.dot.ca.gov).

If you have questions or concerns, contact: Jeremiah Teves, jeremiah.teves@dot.ca.gov; Phone: (213) 793-9669

Western Canyon to Red Oak Intersection Restriping

Work will begin at 9pm at Red Oak and move up the hill so that late night striping will not disturb residents. If it rains this will be rescheduled.

- January 18 & 19, 9 PM

If you have questions or concerns, contact: Anthony Gallo, anthony.gallo@lacity.org

Hillhurst Ave Cedars Sinai Construction

Final month of Cedars Sinai urgent care, expect related noise during working hours such as safety back-up alarms of trucks and equipment.

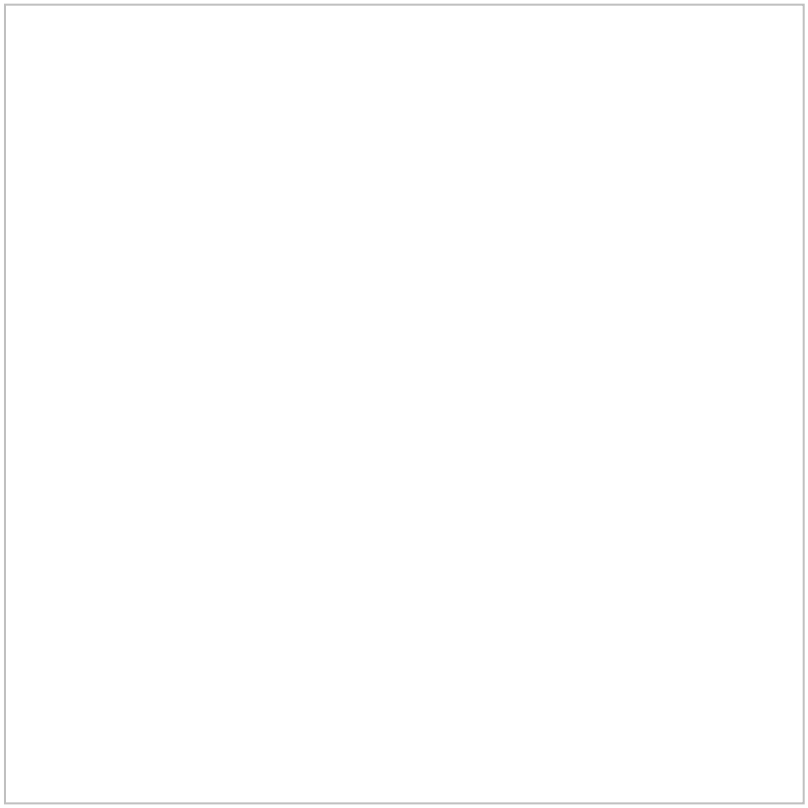
- Month of January 2022, weekday work hours

Weigh In On Riverside Drive Mobility Improvements

riverside_drive.png

Riverside Drive Improvements: In coordination with scheduled street repaving, LADOT is proposing implementing street safety improvements on Riverside Drive from Glendale Blvd. to Los Feliz Blvd including fresh paint, upgraded high-visibility crosswalks, and repurposing one northbound travel lane to calm traffic and create space for new bike lanes in each direction. Learn more & sign up for project updates: ladotlivablestreets.org/projects/RiversideDr

Stay Safe & Healthy From COVID-19 Infection



Get Vaccinated: The COVID-19 vaccine is the most effective way to keep yourself and others safe from COVID-19 infection. For information on how to get your vaccination or booster, visit LA County's vaccination site HERE.

Get Tested: Even if you're vaccinated, it's important to get tested when you experience COVID symptoms or when you've come into contact with someone symptomatic. Find free testing sites across LA County HERE (or call 211), free PCR Test Pickup sites HERE, free at-home test option HERE, and additional options HERE.

Mask Up: No later than Jan 17, LA businesses must provide surgical or medical grade masks to their employees, which are more effective than cloth masks in preventing COVID-19 transmission and infection. For more information on this health order click HERE. For free PPE assistance for small businesses click HERE.

Get Assistance With Rent & Mortgage Payments — For Renters, Landlords, and Homeowners

State assistance is available to help with pandemic-related financial hardship for rent and mortgage payments:

housingiskey.png

Rent Assistance For Renters & Landlords: Renters and landlords are able to apply for assistance through the State program via HousingIsKey.com. Additional assistance is provided via the appointment call center at 833-687-0967, and at Family Source Centers across the City.

Landlords and tenants with questions about eligibility, applications, or the process are encouraged to reach out to our office! Write to us at contactcd4@lacity.org, or call us at 213-473-7004.

mortgage_relief.jpg

CA Mortgage Relief: This program is open to all eligible Californians who are currently experiencing pandemic-related hardships and have fallen behind on their housing payments. To sign up, visit camortgagerelief.org

Share Feedback For CD4 Transportation Projects

Sepulveda Transit Corridor: Metro is working to evaluate alternatives for a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. Metro's scoping period, the first stage in environmental review, for the Sepulveda Transit Corridor began on Nov 30 and will conclude Feb 11, 2022. Comments received during this scoping period will directly influence the EIR process, making this a very important opportunity for public input. For more information on the project ways to submit feedback, including an upcoming virtual meeting on January 22, visit metro.net/projects/sepulvedacorridor.

Health Insurance With Covered CA — Deadline January 31

With only 18 days left in Open Enrollment 2022, we are urging uninsured Californians to get enrolled in health care coverage by the January 31 deadline.

Sign up for high-quality, brand-name, and affordable health care plans through Covered California by clicking HERE.

Celebrate MLK Day By Giving Back

This MLK Day, celebrate Dr King's memory by participating in a service event in the City, with virtual and no-contact options to stay COVID-safe.

The Valley Of Change Hygiene Kit Drive & Assembly: The Valley of Change invites you to help provide 500 of our unhoused neighbors with hygiene items. Drop your items off outdoors before Monday, or volunteer on Monday morning to make sandwiches or assemble and distribute hygiene kits to unhoused neighbors.

Downtown Women's Center MLK Day Of Service: Drop off items for donation, donate funds, sign up for an upcoming volunteer opportunity, and more.

LA Works MLK Day of Service: Participate in one of many of LA Works' volunteer opportunities for MLK Day, including signing up to become an online tutor, and a virtual service experience for all ages.

→ ***Follow us on social media!*** *@cd4losangeles*

Nithya Raman CD4 · CA 91423, United States
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1/18/22 - 1/23/22 Griffith Park, Silver Lake, Los Feliz & Hollywood United NC - Neighborhood Updates

helene.rotolo@lacity.org <info@cd4.emailnb.com>
Fri 1/21/2022 2:49 PM
To: Dania Chawkins <DChawkins@arellanoassociates.com>

Hi Dania --

I am excited to share this weeks updates with you below! As always, if you have questions and concerns, ***please email me at Helene.Rotolo@lacity.org.***

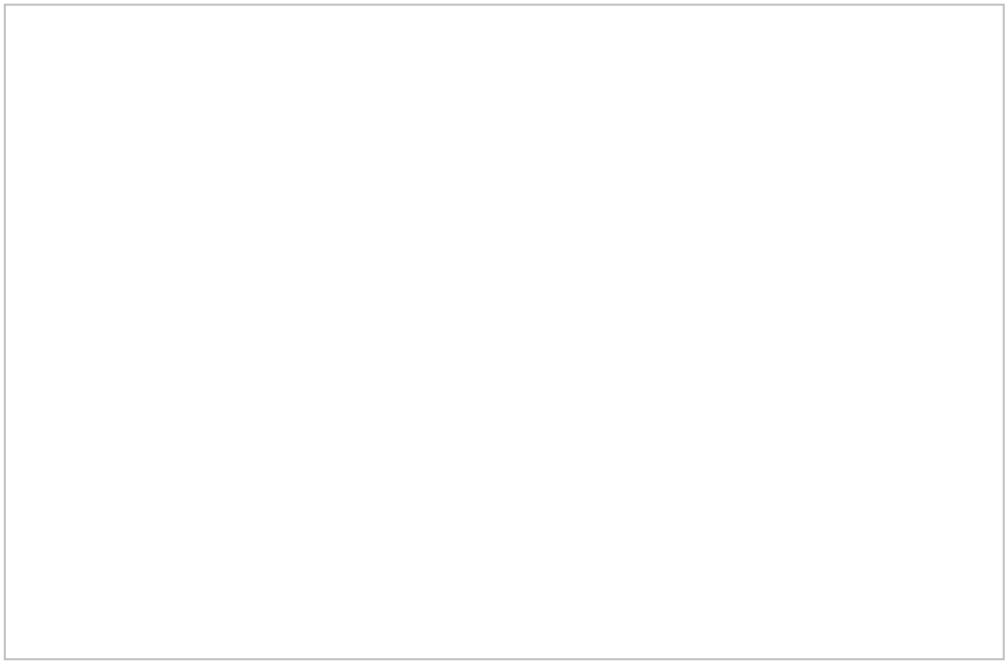
Neighborhood Updates:

Hollywood Reservoir Update

LADWP has partially reopened the Hollywood Reservoir as of January 13, 2022. The Tahoe and Weidlake gates will be open from 6:30am to 5:00pm, while the area between North Gate the landslide will remain closed to the public.

An Update on SB-9

Last month, the Councilmember seconded a motion (Council File 21-1414) regarding the local implementation of SB9 and SB10 after they were signed into law by Governor Newsom. The motion directs City Planning and other departments to put together a guidance memo that clarifies key provisions in SB9 and their impacts for Los Angeles, including objective zoning and design standards, maximum density per lot, parking standards, exemptions for development in sensitive hillside and fire-prone areas, and residency requirements.



This motion will be heard in City Council soon after the memo is distributed — before the Department works on an ordinance. The Councilmember is committed to ensuring that the letter of the law as passed is being followed, and that the implementation process is clear and understandable for future applicants and city departments.

Fighting for Better Land Use in Franklin Village

Last week, the Central Area Planning Commission granted an appeal to deny the conditional use for extended hours of operation for the proposed 7-Eleven convenience store at 6201 Franklin. Many Franklin Village residents shared their concerns around traffic and safety issues in regards to the proposed project, on which our office previously released a statement. You can listen to the meeting here.

This location is situated in a dynamic and diverse part of Hollywood, and while we understand that with the exception of the CUP, this project is “by-right,” we do not think that this is the best-suited use for this location. Instead, our collective hope is to see more mixed-use affordable housing, community facilities, and more local and independent businesses in this walkable and unique neighborhood.

Creating Safer Crossing for Los Feliz Students

Following years of community advocacy, our team is excited to announce the final closure of the pedestrian tunnel at New Hampshire Ave and Hollywood Blvd outside of Los Feliz Elementary, prioritizing the safety of students and the

surrounding community. Thank you to the Los Feliz Neighborhood Council, Los Feliz Improvement Association, Los Feliz Elementary, Council District 13, the Bureau of Engineering, the Bureau of Street Services, and the General Services Department for your collective efforts in carrying out this closure!

Griffith Park Half Marathon & 5K Coming 2/13!

The annual Griffith Park Half Marathon & 5K is back! Proceeds support the Los Angeles Parks Foundation, and Aztlan Athletics is offering both in-person and virtual tickets to ensure that everyone can enjoy the scenic route in iconic Griffith Park. For more information and to register, click HERE.

Planning Cases Filed:

3320 N Lugano Pl: DIR-2022-249-DRB-SPP; Construction of a 2-story, 2,927 SF SFD with a detached garage and elevator on a vacant lot located in the Hollywoodland Specific Plan zoned R1-1

1.png

101 Closures

Date/Time: Sunday, January 23 through Thursday, January 27 from 9 PM to 5 AM; Sunday, January 30 through Thursday, February 3 from 9 PM to 5 AM; Sunday, February 6 through Thursday, February 10 from 9 PM to 5 AM

Location: US 101 (Hollywood Freeway/Ventura Freeway) between Winnetka Avenue and Tampa Avenue.

Details: Residents and businesses located near the freeway are advised to anticipate noise, vibrations, and dust associated with construction activities.

Some lanes may be closed in either direction or both directions simultaneously to facilitate a safe work zone for workers and motorists. At least one or two lanes in each direction will remain open for traffic while work is underway.

The schedule is weather-permitting, and all dates and times are subject to change.

Motorists should expect delays and are strongly advised to avoid the area and use alternate routes. Additionally, motorists can check traffic conditions before they leave by visiting the Caltrans Quickmap (quickmap.dot.ca.gov).

Contact: Contact: Jeremiah Teves, jeremiah.teves@dot.ca.gov

Phone: (213) 793-9669

Hillhurst Ave Cedars Sinai Construction

Date(s): Month of January 2022, weekday work hours

Location: Hillhurst Ave

Details: Final month of Cedars Sinai urgent care, expect related noise during working hours such as safety back-up alarms of trucks and equipment.

Barham Blvd Mainline Improvement Project

Date/Time: January to June 2022 / M-F from 7 AM to 7 PM at onset, occasional Saturday work

Location: Barham Blvd. from just south of Craig Dr. to just south of Lakeside Plaza Dr.

Qs & Concerns: Community Affairs Director Michael Ventre at 213-367-1381 or michael.ventre@ladwp.com

Details: Work will occur in the middle of Barham, and it will be done in 300-foot sections. In those sections, traffic will be reduced to one lane in each direction.

Minor Delays In Sanitation Service

LA Sanitation is currently experiencing staffing shortages that may cause small collection delays this month, especially for blue recycling bins. Your patience is appreciated!

As a CD4 resident, you can request services like overgrown vegetation removal on public rights-of-way, support at neighborhood cleanup events, and more from our LA Conservation Corps teams.

For more info on our teams and how to reach out, visit cd4.lacity.org/cd4-cleanandgreen.

Request Delivery Of Free At-Home COVID Tests

covidtestsdotgov.png

Even if you're vaccinated, it's important to get tested when you experience COVID symptoms or when you've come into contact with someone symptomatic. The federal government is offering delivery of **FREE at-home COVID tests**, with a limit of four tests per residential address that request them. Go to covidtests.gov to request yours!

For additional testing sites across LA County click HERE (or call 211), and for free PCR Test Pickup sites click HERE.

Round 3 Of $5000 Grants For City of LA Business Open 1/24

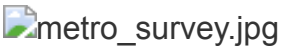
_comeback_checks_round_3.jpg

The LA Economic Workforce Development Department (EWDD)'s Comeback

Checks Program will provide $5,000 grants to approximately 5,000 businesses in the City of Los Angeles. The next round of applications open on 1/24 and close 2/4.

Questions? Contact your local BusinessSource Center for assistance! For more info, visit: ComebackChecksLA.com

Provide Feedback On Metro's Fiscal Year 2023 Budget



Metro is requesting feedback as they develop their annual budget for Fiscal Year 2023. Please click the link HERE to access their 10-minute survey, and let Metro know if you think their budget reflects the needs and preferences of their customers, riders, and the people of Los Angeles.

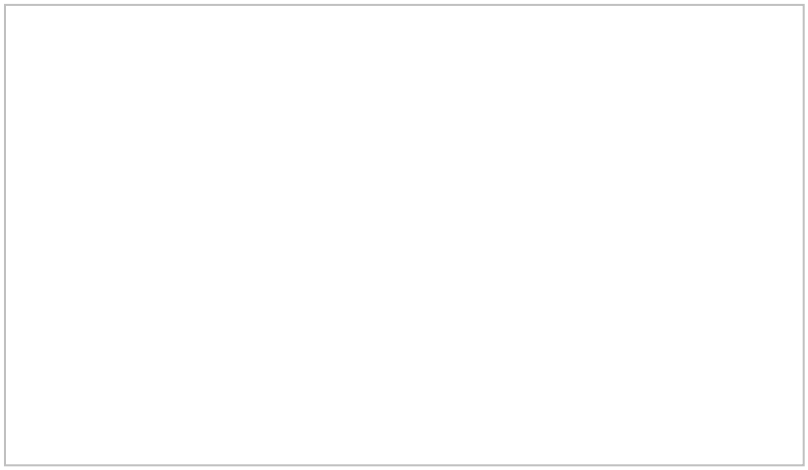
After you complete the survey, enter your contact information for a chance to win a $50 Target gift card or a monthly TAP card! The survey will be open until January 24, 2022.

TOMORROW @10 AM: Sepulveda Transit Corridor Meeting

Metro is working to evaluate alternatives for a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. Join the

upcoming virtual meeting TOMORROW, January 22 at 10 AM to be a part of the initial review process, learn more, and share your input. For more information on the project ways to submit feedback, visit metro.net/projects/sepulvedacorridor.

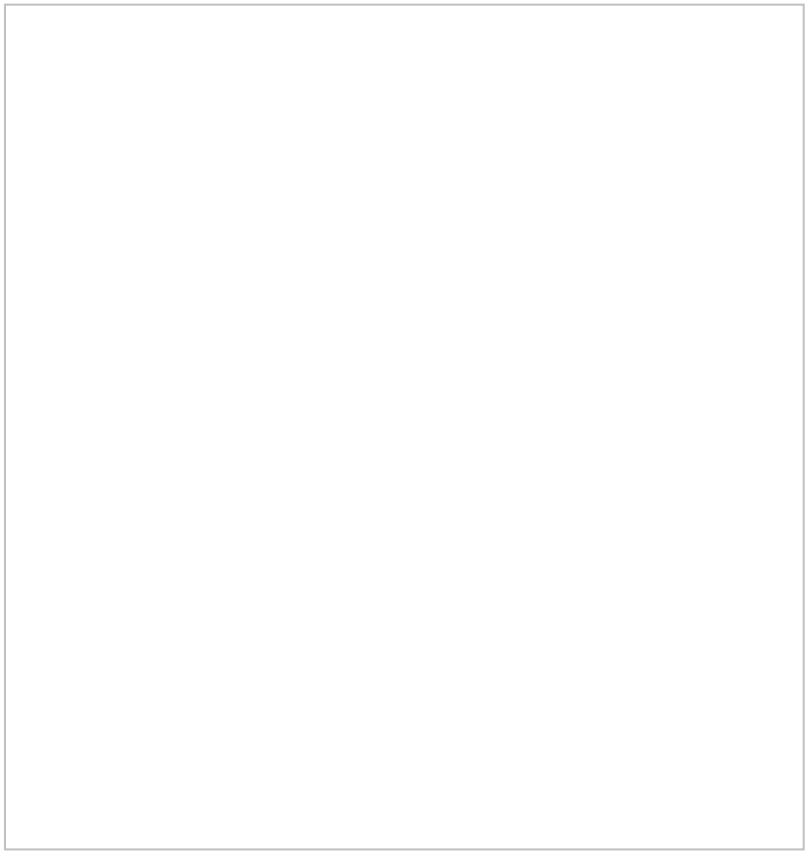
DEADLINE JAN 31: Get Health Coverage With Covered CA



With only a few days left in Open Enrollment 2022, we are urging uninsured Californians to get enrolled in health care coverage by the January 31 deadline.

Sign up for high-quality, brand-name, and affordable health care plans through Covered California by clicking HERE.

Apply For Grants To Greenify Your Neighborhood



If you have a project idea to greenify your neighborhood, engage communities, and expand the capacity of local community groups, apply to California ReLeaf's Treecovery Grant Program, with grants up to $90,000 available. **Applications are due by January 31! More information on the program and how to apply HERE.**

→ ***Follow us on social media!*** *@cd4losangeles*

→ ***Sign up for our main newsletter:*** *cd4.nationbuilder.com/Newsletter*

Nithya Raman CD4 · CA 91423, United States
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The West Edge development underway near Expo/Bundy station. Photo: Sam Catanzaro.

More Housing Coming to Westside After City Wins Lawsuit

Exposition Corridor Transit Neighborhood Plan challenges rejected by court

By Sam Catanzaro

The City of Los Angeles recently won a lawsuit that allows them to increase housing production near the Metro Expo line on the Westside.

On December 28, Los Angeles City Attorney Mike Feuer announced that his office has secured a victory in a challenge to the City's adoption of the Exposition Corridor Transit Neighborhood Plan. This plan facilities the building of increased housing and the creation of pedestrian-friendly streets within a half-mile radius of five Westside Metro train stations – at Bundy and Sepulveda and in Westwood, Palms and Culver City – which service the E Line, formerly the Expo Line. The plan allows for 6,000 new apartments – a portion of which will be set aside for low-income housing – condos and space to accommodate up to 14,000 jobs long the E Line.

"We urgently need more housing and we should put it close to public transit to reduce traffic congestion. This victory is an essential step in dramatically reimagining how Angelenos live, work, shop and play," said Feuer, who as a member of the California Legislature authored the law enabling Measure R, infusing more than $30 billion in public transit improvements in L.A. County, to go to the ballot. "L.A.'s future is closely tied to creating more transit-oriented development as we tackle our housing crisis and L.A.'s crushing traffic congestion."

In late October 2018, a Westside neighborhood group known as 'Fix The City' sued the City over the plan on grounds that the City's current infrastructure could not support locating these new units and jobs along the transit corridor.

"The City approved an increase in allowable density without first providing for adequate infrastructure and services," Fix the City argues on their website. "Traffic congestion in West L.A. diminishes quality of life and street capacity is well short of adequate."

In addition, the group argues that LAFD and LAPD response times are inadequate in the Expo Overlay Area “despite heroic efforts” by these agencies. Fix the City has announced that it will be appealing the most recent ruling.

By Sam Catanzaro January 3, 2022
in Development, News

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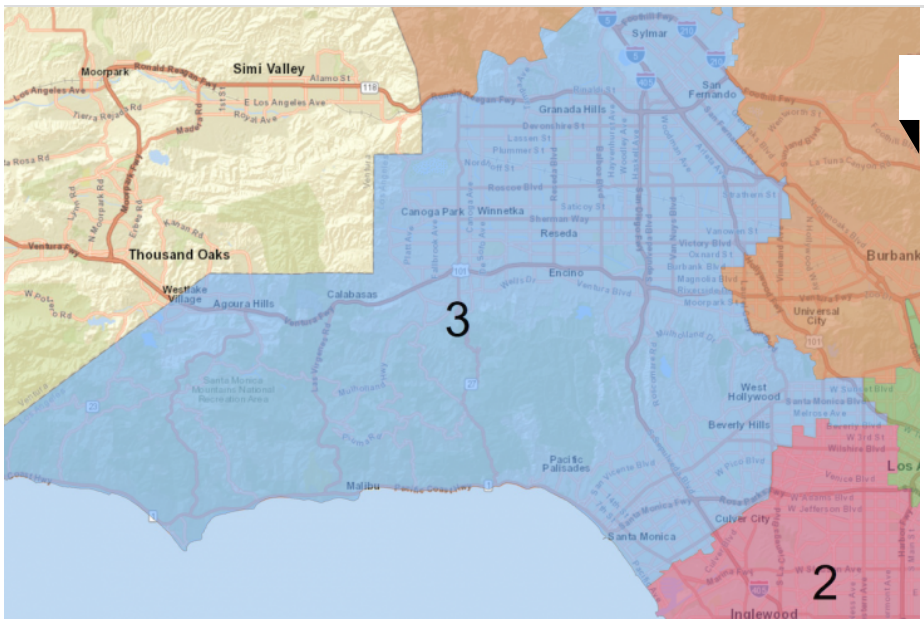

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Appendix L. Public Scoping Meetings/Public Comments – Transcripts

COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
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In the Matter Of:

SEPULVEDA TRANSIT CORRIDOR PROJECT

TRANSCRIPT OF PROCEEDINGS

December 07, 2021

Case No:

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SEPULVEDA TRANSIT CORRIDOR PROJECT

Tuesday, December 7, 2021

11:32 A.M. - 1:45 P.M.

Reported by:

Paige I. Hutchinson
CSR No. 13459

PARTICIPANTS

Stevie Espinoza
David Mieger
Elsa Argomaniz
Matthew Marquez
Jackie Su
Kavita Mehta
Peter Carter
Kimberly Yu
Dania Chawkins
Karen Swift
Diana
Patrick Chandler
Elisabeth Rosenson

SEPULVEDA TRANSIT CORRIDOR PROJECT

Tuesday, December 7, 2021

11:32 A.M. - 1:45 P.M.

MR. MARQUEZ: All right, everyone. It's now 11:32. We're going to go ahead and get started with your public scoping meeting. We thank you, everyone, for taking your morning to join us to learn more about the Sepulveda Transit Corridor Project.

My name is Matthew Marquez, Community Relations Officer with L.A. Metro, and thank you for joining us for our first of three public scoping meetings for the -- kicking off the environmental review process for the Sepulveda Transit Corridor Project. Thank you again for joining us.

We're going to go over, first, a couple of housekeeping items as well as some Metro announcements, and then we're going to kick into our formal agenda for today.

First things first, for those joining us that wish to listen to today's meeting in Spanish, we do have Spanish interpretation available. You can access interpretation features by clicking on the interpretation icon on your Zoom menu. When you click on the interpretation icon, you can pick the language

by which you wish to listen to, whether that be in English or Spanish. We will also be posting the Spanish-translated presentation in the chat as well, too, and that will be posted shortly.

I am now going to Elsa, who is going to present the same information in Spanish.

Elsa?

(Pause in proceedings.)

MR. MARQUEZ: Apologies, everyone. We're having a little bit of technical difficulties.

Elsa, are you able to unmute yourself?

(Spanish translation.)

MR. MARQUEZ: Thank you so much for that. Sorry, everybody, about that for that technical difficulty.

We're going to go ahead and move on with the rest of our housekeeping items, so thank you again for joining today's webinar. This is a webinar, which means attendee cameras are off and microphones are muted for the time being. Today's meeting is also being recorded, but don't worry; you won't be on camera during today's meeting.

We will have an opportunity following today's formal presentation to provide oral public comments. This is formal comments that you can provide based off

of today's presentation. We'll be going over a lot of new information on the project today, and we'll provide some more instructions on how to do that following today's formal presentation.

If at any point during today's meeting, you need any technical support, we do have staff on hand that is available to support you. You can call or text area code (213) 600-9039, and our team will be available to assist you with any technical needs that you may have.

We also do want to take the opportunity to allow any elected officials, neighborhood council representatives, or HOA representatives to introduce themselves. You can do so by introducing yourself in the Q&A feature by putting your name and the association or group or elected official office that you're representing, and we'll be happy to announce you at a later point in a presentation.

Next slide.

Just also, a friendly reminder about Metro's code of conduct when we host public meetings. Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about the Sepulveda Transit Corridor Project, and in order to do so, we want to provide a safe and equitable process,

and with that, we're asking for your help in order to do that.

So during this meeting, we ask you do a couple of things. First, we ask you to respect the format of today's meeting and allow an opportunity for everyone to comment. We also ask that while you are providing comment later in today's presentation that you turn off any cell phones and/or background noise while you're speaking so that our court reporter can hear you clearly so that will be put in the official record.

We also ask that you treat fellow community members, agency representatives, Metro staff and others with respect during today's meeting, and that when you do provide your public comments, that you address all of your comments to Metro staff and consultants and not towards other attendees, and then we also ask that you maintain a conversational tone during today's meeting.

And with that, we hope that we have a very successful meeting today, and we hope that we can provide you some great information about the next steps of this project.

Next slide.

We also have a general Metro announcement that we want all of our riders and customers to be aware of. So starting on January 10th, 2022, Metro will be

resuming bus fares as well as front-door boarding on the Metro bus system. With that, Metro's encouraging all eligible LIFE Program riders to apply for the LIFE Program, which currently will be having a discount for the first half of 2022. The LIFE Program fares will be at half price through the first half of 2022 and new participants in the LIFE Program will also receive 90 days of free fares once they sign up. The LIFE Program is also being made easier to apply for. There's now an online application, both in English and Spanish that's available to you. And if you're interested in learning more about the LIFE Program, you can learn more at Metro.net/riding/LIFE. In addition to that, Metro regular bus passes are also going be to half-off for the first half of 2022 through July 2022, and with that, that also includes day passes, week passes, as well as monthly passes, and so it's a good deal for getting back to the Metro in 2022.

Next slide.

So now we're going to go into our agenda for today's meeting. So we're going to, first, start off today's meeting with some welcome and introductions. We're going to introduce our project team and get you to know who's working on this project. Following that, we're going to go into our project video, give you a

little bit of recap of where we've been and we're heading, and then we're going to go into our formal scoping presentation, which will go into more detail about our project purpose, goals, as well as our project alternatives for this project.

Following that, we will spend the remainder of our public scoping meeting looking at public scoping comments, and this is an opportunity for you to provide your feedback, and we'll provide some more details about how you can provide oral public comments during that section of the meeting. And then to wrap up our meeting, somewhere close to 1:30 we'll provide you some next steps on how you can provide public comments throughout the public comment period, which will end on February 11, 2022, so you have plenty of time to provide your comments. Today's not the only day that you can provide it, but also provide you some resources that you can learn more about the project and provide well-informed comments.

And then we also want to note that, you know, while we will be here until 1:30, we will try to accommodate as many comments as possible, based off of the allotted amount of time, and then we'll also remind you of the multiple alternate ways that you can provide comments that are available through February 11th,

2022.

Next slide.

So next, I want to introduce today's speakers and our project team that's with us today. First, I'm going to introduce David Mieger, Senior Executive Officer, with Countywide Planning and Development. Next, we have Peter Carter, Project Manager and Senior Director with Countywide Planning and Development. Next, we have Jackie Su, Senior Transportation Planner with Countywide Planning and Development. Next, we have program -- Project Manager for the Predevelopment Agreements Kavita Mehta with Program Management, and then lastly, we have our community relations team, which is lead by Karen Swift, Senior Manager with Community Relations, as well as myself, Matthew Marquez, Community Relations Officer, with Community Relations.

Next side.

So with that, as we always have our -- it's our tradition now with our Sepulveda meetings over the past summer -- summer and fall, we want to know where everyone is coming from this morning, so we're going -- and that's a quick Zoom poll that we'd like you to participate in, and we want to know where you're coming from this morning, where you're joining us from. Are

you from the Valley, the Westside, are you, maybe, joining us from the Downtown L.A. area, maybe the South Bay, curious about that connection to LAX in the future, are you joining us from outside of L.A. County? We want to know where you're coming from.

So we have a couple of questions, two quick questions, where you're coming from, and then we want to know, have you previously attended a community meeting for the Sepulveda Transit Corridor before, or is this your first time learning about the project. And so if you can quickly answer those questions.

Stevie, if you can let me know once we've reached about 80 percent, we'll go ahead and announce those results. We'll give everyone a minute to put in their responses.

MS. ESPINOZA: We're just about there. I'll give it a few more moments.

MR. MARQUEZ: Okay. Stevie, when you're ready, go ahead and close the poll.

So we just closed the poll, and it looks like we have a pretty good split between the Westside and the San Fernando Valley, around 30 percent of you are coming from the Westside this morning, and around 27 percent of you are coming from the San Fernando Valley, but we also have some good representation from

the Downtown area as well as San Gabriel Valley as well as about 13 percent of you coming from outside of L.A. County. So great to see the split there.

And then with regards to those that have participated with us, it actually looks like about 60 percent of you have attended a meeting or submitted a comment on this project before, so we thank you for joining us again and learning more about this next phase and important phase of the project, the environmental review phase, and we also thank the 40 percent of you, around 60 of you, that are joining us for the first time, so thank you so much for joining us. There's going to be a lot to learn today, and so we thank you for joining us.

Let's go ahead and close the poll and go to the next slide.

So now we're going to kick off our meeting with our project video, which is hot off the press here, which is going to go over a little bit of history on the project and then some of the project alternatives, and then we'll move into the formal presentation for today's meeting.

Stevie, let's go ahead and play the video.

(Video played.)

MR. MARQUEZ: Excellent. That's our project

video that is hot off the press, and we'll be sharing that link in the chat shortly.

With that, I'm now going to turn it over to Karen Swift, senior manager with Community Relations, who will start our formal presentation.

MS. SWIFT: Thank you, Matthew.

And thank you so much to all of you for joining us this morning. It looks like we have over 200 participants so far this morning, and I'm watching that number continue to climb, so thank you for spending your day with us. I do want to take a minute just to acknowledge some of the folks who joined us today from our elected officials office, our neighborhood councils, so to -- just to start us off real quick.

Thank you so much to Dan Rodman and Diego de la Garza from Mayor Eric Garcetti's office. Eric Bruins from L.A. Councilmember and Metro Board Director, Mike Bonin office. Sahag Yedalian from Director Krekorian and L.A. Councilmember Krekorian's office. Also Eric Seinfeld from Mayor Garcetti's office. And Jay Greenstein from the office of Councilmember Paul Koretz, so thank you all of you.

If I missed anyone, please use the Q&A function to let us know you're here, so we can

acknowledge you. Similarly, we have a number of different neighborhood councils represented here today, so I wanted to take just a minute to acknowledge those folks.

Kay Hartman is here from Palms Neighborhood Council. Joanne D'Antonio from the Greater Valley Glen Neighborhood Council. Andrew Lewis and Evan Farrar from the North Westwood Neighborhood Council. Jeffrey Hartsough is here from the Sherman Oaks Neighborhood Council. Furkan Yalcin is here also from the North Westwood Neighborhood Council. Eliot Hochberg from Palms Neighborhood Council. And Glenn Bailey from the Encino Neighborhood Council, and Cori Solomon from the Brentwood Glen Association.

So if I missed any neighborhood councils or any other folks, use that Q&A to let you know that you've joined us today.

So with that, I do want to get us underway.

So Metro has a plan to make it easier to get around Los Angeles, and that includes creating better transit. The Sepulveda Transit Corridor Project works to provide a competitive transit option from the San Fernando Valley to the Westside.

Next slide.

Everything we do at Metro weaves across four

areas, and so you see those listed here at the top: Better transit, less congestion, complete streets, and access to opportunities, and everything that we do at Metro is focused eliminating -- in everything that we do. So throughout today's presentation, you'll hear us hit on those themes of equity, when we talk about equity-focused communities and sustainability, that they're key things underpinning all of our efforts and certainly led by our new CEO Stephanie Wiggins.

So with that, I am going to turn it over to my planning colleague, David Mieger, Senior Executive Officer in Mobility Corridor's planning.

David?

MR. MIEGER: Thank you, Karen. I'm going to go through three slides, just give a little bit of the context and the background for why we're building in the Sepulveda Pass. I know many of you live in the Valley or the Westside, and you've been confronted with traffic and issues regarding traffic traveling through the 405 and even mountain pass roads that go through Cold Water Canyon, Laurel Canyon, Beverly Glen, and this effort to really move more people through the pass without moving more cars, and we're really optimistic that this can happen.

The map that we're showing here is when we

actually completed the Red Line project -- or now the B Line about -- just about 20 years ago now that connects downtown Hollywood up to Universal City in North Hollywood. That subway line passed under the 101 Cahuenga Pass corridor and was opened successfully and actually doubled the ridership on our subway system within a month or two of after it opened, just the pent-up demand of people trying to travel down the 101 freeway into the central city area from the Valley.

And then it connected, almost immediately, with the Orange Line, which is a former railroad right-of-way that you see going across the Valley, is now the G Line, which has stations about every mile across the Valley, and it does have stations at Van Nuys and Sepulveda, which would be a convenient place for us to interface with the Sepulveda line.

The dashed line you see about Van Nuys Boulevard going up through the Van Nuys, Panorama City, Sylmar, Pacoima, is a line that we're just about ready to start construction on. It's a light rail project running in the median of Van Nuys Boulevard, which connects up to the Van Nuys Metrolink station, the Amtrak line in Van Nuys, and that forms the nexus where we can actually complete the intercity rail, the regional rail, the local rail on Van Nuys Boulevard,

and this project, and also with the Orange Line.

And then moving further south, the -- as we heard before from Peter, the Expo Line has been open now for a number of years, open between 2012 and 2015, and then the construction going on right now for the Purple Line, which is now our D Line, right at Wilshire and Westwood Boulevard and at the VA hospital campus. You can see that construction underway as we speak, and that line is scheduled to open before the Olympic Games in 2028. And UCLA, of course, will be a major venue for the Olympic events at that time.

So we have these east/west lines. We have another north/south line going through the Cahuenga Pass, and now we're looking at the Sepulveda Pass and creating a network of connectivity options to get people from the Valley to the Westside and to the point north and south and further east towards downtown, so it's a major link that we're trying to complete in our system.

Next slide.

Wanted to talk a little bit, too, the Sepulveda Pass, we completed a few years back, and many of you that live in the area remember the widening project, the improvement project along the 405 freeway when we widened the lanes to full standard lanes,

12-foot lanes, we improved the shoulders. We improved many of the on- and off-ramps to the freeway in order to improve the capacity and the safety along the 405 freeway; although, as many of you know, the demand for this route through the mountains so severe that building it with more traffic lanes is just not going to happen, we're very constrained within the canyons of going through the Sepulveda Pass, so we really have to look for other options to get through the pass.

So in addition to this project, we also have several other initiatives that are underway, parallel studies going on at the same time. I mentioned the D Line, the Purple Line, which is under construction. We have a Sepulveda Pass Express Lanes Project, and we had some scoping meetings for that project a couple of months back.

We're basically looking at express lanes such as we have on the 10 freeway and the 110 freeway right now where in areas of severe congestion, we have lanes where people through -- by paying a variable fare based on congestion can actually travel upwards of 45 miles an hour through the pass during even the peak of the rush hour. We're looking at opportunities to do that in the Sepulveda pass in the median area of the freeway.

And also outside of the Sepulveda Pass area, we have a 405 comprehensive multiple-level corridor plan, which, you know, the 405 goes all the way up to the North Valley where it joins the 5, continues through the Valley, through the pass, through the Westside, South Bay curve, and looking at a comprehensive way of enabling the flow and better the flow along the 405 for that longer stretch of the project.

And finally, one last study we're also doing. Our traffic reduction study is looking at various methods of pricing or measuring travel to encourage behavior that's, maybe, outside the rush hour period, maybe there's some pricing policies; maybe there's various ways of doing it so that it encourages people to travel outside of the peak periods or at least provides better service during those peak periods.

So there's a number of initiatives that all coupled together, we think can help make travel more bearable through this very heavily congested area. And we'll continue to coordinate these efforts. I think, you know, of course, when we're doing so many projects, this project is going to have to coordinate with all three of these other projects, particularly the express lanes project, because we have a project here that

could be in the middle of the freeway; express lanes could be there, so we need to coordinate very closely with those two sides to make sure that we're not impacting either one of their ability to operate.

Next slide.

And this is just a little bit of background. We wanted to talk about how we got here. Peter mentioned it in the video, but Measure M was really the benefactor for this project. We had a 71 percent approval of that plan countywide, and it included several projects that we are currently developing in the San Fernando Valley and Westside area.

The study that we did in 2017 to 2019 was trying to look at a broad range of alternatives through the Sepulveda Pass corridor, both below ground and above ground, and at that time, there were -- three heavy rail alternatives were identified, and one monorail alternative that was identified for further study to be carried forward. With the results of that study, we put out these predevelopment agreements solicitations to private sector and tried to attract the attention of firms that have extensive experience in building and owning and operating these types of transit lines to get their experience early on.

Normally we wouldn't bring in a contractor

until the end of the environmental process, but this is an effort to bring them in at the very beginning, so that they're on board today. They've been under contract since August to proceed and help us to identify and refine these alternative through the environmental process.

By no means are these six alternatives fixed in stone today. They're initial proposals that we received from these firms and our goal is, through the environmental process, to refine them, narrow them down, and ultimately get to a single project that we can develop through this area that has the most amount of community support and has a firm commitment from a team that has extensive experience in developing these types of projects.

Initial information from environmental review is where we are today. We have a reasonable range of alternatives, including a no-project alternative, and six alternatives, and for some of you that had heard five before, we just want to clarify -- and we'll go through it -- there's three monorail alternatives and three variations of the subway alternatives, and they really have to do with connections to UCLA and whether they're above ground or below ground in the San Fernando Valley are the main differences between those

alternatives.

So with that, I would like to turn it over to Kavita Mehta to talk a little bit about the PDA teams and the process going forward with that.

MS. MEHTA: Thank you, David.

Afternoon, everyone. I am Kavita Mehta, Deputy Executive Officer with Metro Program Management and Project Manager for the Sepulveda Predevelopment Agreement.

So why are we pursuing the predevelopment agreement or PDAs for this subproject? We understand the need for this project in this highly congested corridor. What we also know is that given the topography and the built environment, the design and construction of this project is also going to be quite challenging.

So with this PDA approach, we are involving contractors to build projects into early planning and design phases so we can make sure right from the beginning that we are designing something that can ultimately be constructed. We also anticipate the PDA approach to allow for technical and financial innovation.

The PDA approach allows us to think about cost effectiveness over the life of the project, so we're

not just thinking about what is cost effective to design and construct but what is also cost effective to that operate and maintain in the long run. And lastly, it would allow for schedule acceleration.

Next slide.

These are the key milestones in the PDA process. It was back in July of 2019 the Metro board approved PDA approach for this project. We conducted industry outreach, issued the RFD, evaluated the proposals, and as David said, in March of this year, we awarded two PDA contracts; one to L.A. Sky Rail Express for their proposed monorail technology, and the second one to Sepulveda Transit Corridor Partners for heavy rail technology. And just in August of this year, we issued the NTPs to both the PDA teams.

Next slide.

Metro Program Management provides oversight over both the PDA teams, so my team and I, we manage both the PDA teams, we review their work product, and we also coordinate with my colleagues in planning to provide the necessary input into the environmental documents. This is a little bit different. Usually Metro Program Management gets involved during advanced design and construction phases, but here, since we are following the PDA approach, Metro Program Management is

involved during these early phases again to make sure right from the beginning that we design something that can be constructed.

We take a life-cycle approach to this project, and also we take advantage of the critical input that the private sector partners can provide during these early planning and design phases that can help us during the later phases.

So since coming on board in August of 2021, the PDA teams have been busy. They have refined the concepts that they proposed as part of their proposals into distinct alternatives which are going to be discussed with you, presented to you more today. These alternatives, we will take the feedback from the scoping process, and these alternatives are going to be designed further, as feasible, in response to that feedback, and it is the refined alternatives which are going to move forward into the environmental document for full analysis.

And with that, I will hand it over to Jackie.

MS. SU: Thanks, Kavita.

Hi, everyone. I'm Jackie Su, Senior Transportation Planner with Metro Planning.

As we think about project goals and objectives, let's talk about current transit service.

Next slide. Thank you.

The Sepulveda corridor provides an essential transportation link between the San Fernando Valley and the Westside. Over 400,000 people travel the corridor each weekday, but less than 2 percent do so by transit. Conventional roads and freeways affect traffic service as well as private vehicles, and the table on this slide provides some additional insight. These transit lines operating between the Valley and Westside have average speeds less than 20 miles per hour, and their on-time performance is in the 60 percent range.

Because of slow travel speeds and unreliable travel times, current transit service in the project corridor is not competitive with travel by car.

Next slide.

Which leads us into a discussion of the purpose of the project. The purpose of the Sepulveda Transit Corridor Project is to provide a high quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside.

Next slide.

The project goal and objectives will help guide the environmental process and identify the merits and challenges of each alternative. These goals and

objectives might look familiar to you because they're informed by the goals and objectives in the feasibility study. Since that early planning study, we have updated these goals based on the work of the feasibility study and associated outreach, and we have also updated the goals to further emphasize equity and sustainability.

The project has six goals. The first of these goals is to improve mobility, which means increasing transit frequency, decreasing travel time between the Valley and the Westside, increasing transit ridership, prioritizing connections to local points of interest and destinations, promoting efficiency of transfer experience between transit lines, and supporting non-automobile first/last mile connections, which means walking, riding, or rolling to and from the station.

The second goal is to improve accessibility and promote equity. This means improving access for equity-focused communities, which are communities in which a percentage of residents are low income, people of color, and have no access to a vehicle. This goal also emphasizes identifying and pursing investments that serve those with the greatest mobility needs.

The third goal is provide a cost-effective solution and to minimize risk, maximizing benefits to

the public relative to costs and maximizing potential eligibility for State and federal funding opportunities.

Next slide.

The fourth goal is to support community and economic development, which means increasing opportunity for economic growth around stations, minimizing physical barriers to communities, and prioritizing station placement and design that is consistent with community context, essentially being a good neighborhood.

The fifth goal is to protect environmental resources and support a sustainable transportation system, including reducing vehicle miles traveled, greenhouse gas emissions, and other air pollutants, in addition to addressing potential impacts to in environmental resources.

The sixth goal is to have resiliency, improving the resiliency of the Metro system through natural disasters and climate change.

With that, I'm going to pass it over to Peter to discuss project alternatives.

MR. CARTER: Thank you, Jackie. My name is Peter Carter from Metro Planning, and I serve as the project manager for the environmental review of this

project.

I wanted to thank you all for joining us today, whether today's your first meeting or you've been with us for several months or for the past few years. I apprentice your continued engagement with the project and for listening to our presentation today.

The proposed project would construct and operate a dedicated piece of transit infrastructure across the Santa Monica mountains between the Valley and the Westside. All of the project alternatives would have a Northern terminus station, which is to say an end of the line in the north near the Van Nuys Metrolink Amtrak station, and a southern terminus station, an end of the line in the south near the Metro E Line or Expo Line, either the Bundy station or the Sepulveda station.

Next slide, please.

There are three different transit technologies under consideration. They include an automated monorail, an automated heavy rail, and a driver-operated heavy rail. The different technologies accommodate different numbers of passengers in their train cars and different numbers of train cars in their train sets, and they operate during peak periods at different frequencies, but all of these technologies

have sufficient capacity to meet the needs of the project.

Next slide.

So the next six slides are going to take us through the six alternatives that are currently proposed for environmental review.

Alternative 1 is the first monorail alternative. All of the monorail alternatives are in an aerial alignment within the 405 corridor. The differentiating feature of alternative 1 is a bus connection to UCLA. So the monorail alignment links is 15.3 miles. There are eight stations associated with this alternative, which starting from the south, includes a connection to the Metro E Line, a station at Santa Monica Boulevard, a connection to the Metro D Line, stations at the Getty Center on the 101, a connection to the Metro G Line, and stations at Sherman Way and the Van Nuys Metrolink station. The bus connection to UCLA connects to the Metro D Line, formally known as the Purple Line, at the Westwood VA station.

In order to operate any of these alternatives, the project will require maintenance and storage facility sites, places where the vehicles are kept in good repair and stored when they're not in use. The

maintenance and storage facility site for the Monorail associated with this alternative is located above the Metro G Line Sepulveda station parking lot, and the maintenance and storage facility site for the electric bus associated with this alternative would be in the same location alongside the UCLA bus Bruin facility, colocated in that location.

Next slide, please.

Alternative 2 is the second monorail alternative, and a differentiating feature of this alternative is a connection to UCLA using an aerial automated people mover. The monorail portion of the alignment is 15.8 miles in length, and it has the same eight stations as alternative 1. You'll notice if you look at the small inset map that the monorail alignment comes out of the 405 corridor to get to Veteran Avenue, and it's at Veteran Avenue and Wilshire Boulevard that the monorail connects to the automated people mover connecting passengers to UCLA.

The maintenance and storage facility site for monorail for this alternative is in the same location as alternative 1, and the maintenance and storage facility site for the automated people mover is located above the UCLA Bruin bus facility.

Next slide, please.

Alternative 3 is the third monorail alternative, and the differentiating feature of this alternative is an underground connection to UCLA campus. The alignment length is 16.2 miles, and that additional station is a station at the UCLA campus. The underground alignment extends from just south of the Getty Center to just north of Wilshire Boulevard, and the maintenance and storage facility site is in the same location as the other alternatives, 1 and 2.

Next slide, please.

Alternative 4 is the first of three heavy rail alternatives. The differentiating feature of this alternative is an aerial alignment along Sepulveda Boulevard in the Valley. The alignment length is 14 miles and includes eight stations, beginning from the south with four underground stations, a connection to the Metro E Line, a station at Santa Monica Boulevard, a connection to the Metro G Line, and a station at UCLA. And then on the other side of the Santa Monica mountains, four aerial stations, one at Ventura Boulevard, one at Metro G Line, Sherman Way, and at the Van Nuys Metrolink station.

The maintenance and storage facility site at alternative 4 is located just to the west of Woodman Avenue and south of the Metrolink Ventura County line

railroad tracks.

Next slide.

Alternative 5 is our second heavy rail alternative with the differentiating feature of an underground alignment along Sepulveda Boulevard in the Valley. It has the same eight stations as alternative 4 with the difference that all of those stations are underground except for the connection to the Van Nuys Metrolink station. The maintenance and storage facility site for this alternative would be in the same location as alternative 4.

Next slide.

And finally, alternative 6 is the third heavy rail alternative. The differentiating feature of this alternative is an underground alignment along Van Nuys Boulevard in the Valley. The alignment is 12.6 miles in length, and it includes seven stations, a connection to the Metro E Line at the Bundy station, a station at Santa Monica Boulevard, a connection to the Metro D Line, a station at UCLA, Ventura Boulevard, and a connection to the Metro G Line and a connection to the Van Nuys Metrolink station. The maintenance and storage facility site for alternative 6 would be just east of Van Nuys Boulevard and north of the Van Nuys Metrolink station railroad tracks.

Next slide, please.

We'll also be looking at a no-project alternative as part of our environmental review, and a no-project alternative means a scenario in which all existing highway and transit services an facilities are considered as well as near future transit and highway projects with the exception of this one, the Sepulveda Transit Corridor Project.

Next slide, please.

So the next few slides will take a look at the environmental process in a little more detail. You'll notice that we've moved our yellow "we are here" marker forward. With the beginning of the scoping period, we have begun environmental review, but we've still got several steps of engineering and design and construction before we get to the operation of the line.

Next slide, please.

When we use the word scoping, we're talking about the scope of environmental review, and the draft environmental impact report is the first document that we'll be producing as part of our environmental review. Over the past few months, we've heard a lot from people about things they'd like to hear more about, and some of those topics are included here as we'll be expecting

them within that draft environmental impact report.

So, for example, the report will include a summary evaluation of the alternatives. It will include construction costs, right-of-way costs, annual operating costs, as well as benefits associated with the project, so ridership reduction and automobile -- automobile miles traveled and increased mobility for equity-focused communities resulting from the project.

We'll also be talking about impacts, which would mean the affects of the project on the environment, including things like property acquisitions as well as conceptual engineering plans for those looking for a little more detail, which will include things like track alignments and typical cross-sections, station layouts, right-of-way impacts. The draft environmental impact report will also include environmental technical reports analyzing each alternative, which we'll say more about on the next slide.

So the draft environmental impact report will study the potential affects of construction and operation on the -- of the alternatives and evaluate measures to avoid, minimize, and mitigate potential impacts. Some examples of the potential impacts that we'll be studying are shown here. This list gives you

a sense of the depth and the breadth of that analysis.

Next slide, please.

So from now through February 11th, there will be an opportunity to review the description of alternatives and their associated maps as well as the objectives that we've articulated that will be used to evaluate the alternatives. The meeting that we're having today is a scoping meeting, and the purpose of today's meeting is to provide more information about the alternatives as well as to receive your verbal comments, if you have them; although there are many other opportunities and ways that you can provide those comments. We're looking for your feedback on refinements to the alternatives that we should be considering as well as any environmental questions that you'd like to see answered as part of this study.

And with that, I will thank you again for your engagement and your participation in today's meeting and turn things back over to Karen Swift.

MS. SWIFT: Thank you, Peter.

Matthew, can you hear me okay?

MR. MARQUEZ: Yes, we can.

MS. SWIFT: Okay. Great.

Thank you for that presentation.

I do want to take just a minute to acknowledge

some folks who have joined us since we last made the encouragement to join us if you're here from an elected official's office or a neighborhood council, so I want to take just a moment to acknowledge Doug Mensman from the office of Mayor Garcetti, Anissa Raja from Councilwoman Monica Rodriguez' office. Mehmet Berker from Council District 4, Councilmember Nithya Raman's office is here, so thank you all for joining us today.

A few more folks here from neighborhood councils. Christy Adair is here from the Sherman Oaks Neighborhood Council, Nancy Matson from the Del Rey neighborhood council; Joseph Roth from Westside Neighborhood Council; Irene Sandler has joined us from Bel Air Beverly Crest Neighborhood Council. Steve Sann from the Westwood Community Council. Thelma Waxman is here from the Brentwood Homeowners Association, Parvin Kassaie from the Westside Village Homeowners Association and Barbara Broide from the Westwood South of Santa Monica HOA.

So I think I got everybody this time, but if, once again, we've missed you, I know you will let me know.

So I want to take just a moment to talk broadly about outreach, and that's a good segue from our neighborhood councils and our elected officials who

joined us today.

So we got underway last week with the notice of preparation which we issued to public agencies, posted on our project website we believe, some legal ads, posts on our blog, The Source, and El Pasajero in English and Spanish.

We also have a Spanish media campaign that's coming up and a targeted social media campaign, so if like me you live or travel through the Sepulveda Pass, you may be seeing targeted Facebook ads coming your way promoting this meeting and our other outreach activities.

We have a website. We have a helpline. We have e-mail. We have an interactive bilingual story map that got all of those alternative slides that you saw today in the video and that you saw in Peter's presentation just now. So if you want to zoom into those and chew on them, the story map is a great place where you can find that information.

We've got frequently asked questions that are posted on our project website, and I do want to reiterate that we are not taking questions today at this scoping meeting. The purpose of today's meeting is to take public comment. So your comment may include questions, but we won't be responding to questions, but

we invite you to take a look at these resources, especially our FAQs. Spent a lot of time in 2021 addressing different questions, and so hopefully your questions can be answered there.

We have the new project video that's been debuted today, and that link has been posted in the chat. We have, believe it or not, 15,000 people have signed up to get E-blasts on this project, so it's a testament to the great interest that we've got from the public in the project. One of the things we're excited about is that we have car cards running inside our Metro buses in both English and Spanish, so if you are a transit rider, you are hopefully seeing that information inside the busses, along with some of our municipal operators who have helped us out by spreading information. So thank you for L.A. Department of Transportation, Antelope Valley Transit, Beach Transit, Santa Monica Big Blue Bus, and Torrance Transit for helping us get the word out.

Next slide.

So we do have our official scoping period, and so I want to just thank everyone who's been with us here for the last hour, and if you need to leave early, we really want to make sure that you understand that there are lots of ways for you to give your comments,

and they don't have to be by staying here today with us for the next hour giving verbal comments, because we recognize we have shared a lot of information with you today, and you may want to take some time to think about that.

So the different ways that you can give comments between now and February 11th are through our online comment form, and I'm going to read these out loud for people who have joined us by phone today, so bear with me.

So if you want to go directly to our online comment form, that web address is bit.ly/SepulvedaCommentForm. It is case sensitive, so you'll need to type "Sepulveda Comment Form" as all one word, and then capitalize the S the C and the F.

You can mail a letter to Peter Carter, our project manager for the environmental process at Metro at One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, California 90012.

You can e-mail us, so you can e-mail us a letter, you can e-mail us just directly at sepulvedatransit@metro.net, so again, sepulvedatransit@metro.net, and you can call our project hotline and leave a message there. And the hotline has been specially configured during our

scoping period to take your comments, so you can call us at (213) 922-7375. Again, that's (213) 922-7375.

As we've shared, we have three public scoping meetings. This is the first of them, but we'll have two more opportunities just like today in January, and it will be the same presentation, the same material. And the next one will be Tuesday, January 11th, between 6:00 p.m. and 8:00 p.m., and then the last scoping meeting will be Saturday, January 22, 2022.

As we noted at the beginning, this meeting is being recorded, so once we have finished with this meeting, we've got it all sort of packaged up in English and Spanish, we anticipate sharing that with all 15,000 of our stakeholders, so you'll have time to rewatch today's presentation if you've got any -- you know, want to go back and revisit any of the content shared today.

So with that, we will keep moving through the slides and get into public comment. So here we are. Finally, the moment everyone's been waiting for. We know you have lots of thoughts and idea and feedback, and so what we really want to hear from you today are about a few key topics.

So number one, the purpose and objectives of the project, so Jackie Su walked us through that

earlier, talked about some of the goals and the objectives for the project. It would be great to hear from you about that.

The alternatives under consideration, so you saw those in the video. Peter walked us all through those again, so we had those six alternatives as well as the no-build. And so if there are key topics that you want to get into about what you saw to help us refine those, please give us your feedback.

And then issues for environmental analysis. And some of these topics are the things that you all have brought up with us throughout the course of the feasibility study, throughout the community meetings we've had in 2021, so we know that there are topics that you care about, and this is your moment to really go on the record and let us know, what are those issues. So Peter showed that long list of different topics. If there's one of those or two of those or however many of those that you really care about, feel free to chime in on those.

Today we will have just two minutes for each person to make a comment. We don't have time to take comments from the same people more than once, so we've got two minutes. If you're feeling nervous or stressed about speaking live, I do want to assure you that we

won't be recording this part and posting this for everybody to see.

So we'll post the presentation that Metro staff has given, but we're not going to put your recording out there for all of time, and we'll be listening to your comments. So as I've shared and just want to reiterate, we won't be answering questions, but we will treat your comments -- your questions as comments, and that will help us inform our technical work and where we go from here. But really the more specific your comment is today, the better the technical team can address it as we move forward with refining the project.

So I hope that's kind of a helpful overview. We'll chime in as appropriate to kind of, you know, clarify any points if we're seeing some, you know, concerns that you all are making. But that's kind of how it's going to go. So again, if you don't feel that you can -- you know, ready to give your comments, you're not, you know, able to stick to under two minutes, no pressure. You've got lots of other ways to give your comments to us.

So next slide.

So with that, the way this is going to go is you can raise your hand using the "raise hand" function

and my colleague Stevie Espinoza is going to call on you all in the order they're received. So there is a queue, so we can see who raised their hand. We'll call on you to unmute your phone and then ask you to please state your full name for the record, spell it, if necessary, and then you will have two minutes.

You'll see there will be a stopwatch, sort of ticker here that's going to get going -- so there it goes, so you get a sense of how it's going to go. I'll warn you that when you get to the very end, it lights up red, so you kind of know how it's going, and we will have to stop you at two minutes, and we'll do that gently but really ask you to respect that we may have lots of folks here who want to give comments, and we want to make sure everyone has time. So at that two-minute mark, your time will end. But if you think of something, again, lots of ways to share additional thoughts with us later.

For those of you who have joined us on the phone, you're going to press star 9 to raise your hand on the phone, so we'll see that in the line. Press star 9, and then when you're called upon we'll call out the last four digits of your phone number, and then you'll press star 6 to unmute yourself. At any time if you're having challenges with this process, just want

to remind you that if you need technical support, you can call or text us at (213) 600-9039.

So with, that, Stevie, I think we're ready to start public comment.

MS. ESPINOZA: Okay. We have about 28 hands in the queue, so if I don't call your name right away, just leave your hand up, and we'll get to you.

But our first caller is Jacob W.

I have unmuted you, and you just need to unmute yourself.

MR. WASSERMAN: Hi. Can you hear me?

MS. ESPINOZA: We can.

MR. WASSERMAN: Great. My name is Jacob Wasserman. I'm a public transportation researcher at UCLA and a member of the North Westwood Neighborhood Council Transportation Committee; though this comment is today is in my personal capacity.

On Metro's own blog, The Source, the -- Steve Hymon, a representative of Metro noted that the G Line, the old Green Line is an example of what not to do for future transportation projects, and unfortunately I'm looking at the alternatives that have the monorail going down the center of the freeway, and I'm seeing the exact same thing, lessons of what not to do.

Running a monorail down the center of the 405

would create incredible noise and air pollution for your riders, especially those at the station at the Getty Center. There's ill health effects of those riders, and I really hope that the environmental analysis considers the effect of riders of those median freeway stations. There was a study that looked at noise on the Green Line and found that exposure to level of noise for prolonged periods is quite unhealthy.

And going down the center of the freeway using surrounding lanes, you cannot well connect to transit, which is the goal of transit. So I really hope that instead Metro goes with a direct connection to UCLA, not a need to transfer five for six to times to get anywhere else in the city through one of 4, 5, and 6 alternatives.

I hope that the analysis considers the cost of a new separate mode like monorail, the cost of mechanics and maintaining separate equipment instead of a heavy rail, which may cost more initially, but it's stock that Metro already uses and has experiences with.

And finally, I just hope that the transfer at Westwood with the Purple Line is considered and that the transfer is as seamless as possible because it's going to be one of the busiest stations, so I hope the

riders don't have to come back above ground and then under ground again.

Thank you so much.

MS. SWIFT: Thank you, Jacob.

Stevie, we're ready for the next public comment.

MS. ESPINOZA: Okay. Our next comment and hand raised is from Furkan Y.

Go ahead and unmute yourself when you're ready.

MR. YALCIN: Hi, my name is Furkan --

Can you guys hear me?

MS. ESPINOZA: Yes.

MR. YALCIN: My name's Furkan Yalcin, F-u-r-k-a-n Y-a-l-c-i-n. I'm the president of the North Westwood Neighborhood Council. I'm here giving comment in my own capacity.

You know, so one of the purposes or goals of this is to have as many people use the Sepulveda Transit Corridor as possible, and with that in mind, it's kind of baffling to me that there are even alternatives that do not have a station to the UCLA campus.

You know, I'm not, like, a public transportation policy person. I don't know all that

stuff, but what I do know is that if there will be a station on the UCLA campus, it will be the most utilized station in all of Los Angeles, and not only that, it will allow students or people that commute to Westwood and UCLA to be able to afford -- to be able to live further away from Westwood, which has the highest rent in California. It will allow people to live in areas like West L.A. Sawtelle or even east with the connection with the Purple Line and the Expo Line.

So I just want to, you know, really, really emphasize and hope that Metro goes through with the heavy rail option and includes a station on the UCLA campus. That will be one of the biggest improvements to transportation in the city, and if it's important that if we're going to be -- you know, this infrastructure's going to be used for the next hundred years, that it's important that we do it correctly and we do it right and that we invest the amount of money that is necessary for the most usage from the general public.

So I want to thank Metro for having this meeting and for soliciting input, and hopefully we come to the right solution. Thank you so much.

MS. SWIFT: Thank you, Furkan.

Stevie, next comment.

MS. ESPINOZA: Okay. Our next three hands are Regina Z., Steven S., and Evan F.

So Regina, you will be first up. Go ahead when you're ready.

MS. ZWENG: Hello. Hello. Can you hear me?

MS. ESPINOZA: Yes, we can hear you.

MS. ZWENG: Okay. So my name is Regina, and I'm a graduate student at UCLA, and I'm also a member of the science policy group at UCLA, but my comment today is in an individual capacity.

And I'm calling to urge you to have the direct stop at UCLA. Many of my friends use public transit, and I know that you mentioned equity concerns, and one thing that often is left out of the conversation is accessibility for people who use wheelchairs or have other mobility issues, and many of the monorail options actually have ten-minute walks to connecting trains or connecting buses and any one of those kind of transfers is a burden to anyone but especially for people who already have to transport their wheelchair to another mode of transportation, so that's why the automated people mover options or other options with not a direct stop at UCLA and getting on another mode of transportation the going somewhere else is going to be less accessible for people who rely on public

transportation.

And yeah, that's all I have, except one other issue that I have with the monorail options is that they have lower capacity, so when we're thinking longer term into the future, it will be a better investment to reduce congestion if we have the heavy rail option.

Thank you.

MS. SWIFT: Thank you, Regina.

Stevie, next comment.

MS. ESPINOZA: Okay. Steven F., go ahead when you're ready.

MR. SANN: Yes. Good afternoon, ladies and gentlemen. My name is Steven Sann. I'm the chairman of the Westwood Community Council. I'm speaking in my individual capacity.

But I do want to go on record that our council along with 12 other -- 13 of the 14 councils of the Westside Regional Alliance of Councils, first of all, are in unanimous support of the fact that there must be a stop on the UCLA campus. That should be a given, and that right there should eliminate options numbers 1 and 2.

The options that I strongly support are options 5 or 6. I want to note that both the Purple Line and the Red Line are end to end a subway, and it

is my understanding that the ridership projections for this Sepulveda line blow out of the water the ridership levels that the Red and Purple Line achieve. And therefore, if the Red and Purple Line qualify to be end-to-end subways, I don't understand why this line would also not qualify and absolutely justify end to end being a subway.

That raises option number 4. We are very sensitive to the concerns of our San Fernando Valley, that they do not, in most neighborhoods, want to have an aerial section. We understand that, and that is why I believe option 4 is a poor, poor option and really should not go forward.

I also want to note that in your assessment, I think the key question that I hope you will address is a very simple one, whether or not tunnelling can be done safely. We have heard a lot of comments and certain objectors raised based on fear, fiction, fallacy, and fantasy, and I want to urge that we need the facts. We need to have science and data. That's what needs to guide this decision.

So therefore, I would urge that you give very strong attention to all the facts that are related to whether or not tunnelling can be done safely. We know that tunnelling has already been done safely for the

Red Line that connects to the San Fernando Valley at Universal City in North Hollywood, so we hope you will do the same diligent work for this Sepulveda line.

Thank you very much.

MS. SWIFT: Thank you, Steve.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next commenter is from Evan F.

Go ahead, Evan, when you're ready.

MR. FARRAR: Hi. Good morning, Metro staff. Thanks for the presentation.

My name's Evan Farrar. I'm a Councilmember on the North Westwood Neighborhood Council. On the council I'm the chair of our transportation and safety committee.

I'm also an UCLA student calling in in the middle of our finals week, so I'll make my position on this very clear, which is that the monorail options should have been eliminated a long time ago, but now it's really an imperative to move forward with heavy rail with the direct stop at UCLA, and that would be options 4 through 6; although, for the reasons that Steve just mentioned, I think 5 and 6, and especially 6, would be preferred options.

You know, I get the political calculus here is

tough. The Bel Air Association is coming out swinging, but heavy rail is the most direct, efficient, and high capacity option. It would service what Metro has found to be -- what would be the highest traffic non-transfer station in the entire network, which would be UCLA, so for the sake of UCLA students, workers, and all of those that contribute economic hub that this school is, we deserve a direct connection to the Metro network. And without it, it's not just us who lose out but thousands and thousands of Metro riders who would have to endure inferior service.

Thank you.

MS. SWIFT: Thanks, Evan.

Stevie, we'll go to the next commenter.

MS. ESPINOZA: Okay. Our next three hands in line are Peter B., Glenn B., and Steven J.

So, Peter, go ahead when you're ready.

And just remember to unmute yourself.

(No audible response.)

MS. ESPINOZA: Looks like Peter put his hand down, so feel free to come back to us when you're ready.

I'm going to move on to Glenn B.

So Glenn, go ahead.

MR. BAILEY: Good morning. This is Glenn

Bailey.

Can you hear me?

MS. ESPINOZA: Yes.

MR. BAILEY: Great. Okay.

So in addition to my neighborhood council affiliations, I'm also chair of the Bicycle Advisory Committee for the City of Los Angeles, and if I have time to, I'll try to include bicycle concerns on this.

First of all, I know the no-project is a legal alternative, but it's not a moral alternative. The situation to the 405 has been -- taken hundreds, if not thousands of years of lives off of the collective population that have used that freeway for decades and decades, so we need to do something, and we need to do it as soon as possible.

Number two, I attended the hearings -- I think it was even at the Garland Hotel in North Hollywood on an extension the Red Line to North Hollywood. There were people there that complained about the safety of tunnelling, about the need for the project. Fortunately, the project went forward, and although it's only to North Hollywood, it has benefitted folks for -- you know, since it opened, and I'm -- I want to make sure that folks recognize the importance of doing this project as heavy rail.

In my view -- although Van Nuys alignment would be okay; it'd be better, I think, for Sepulveda because I think you have more options for getting people off the 405 freeway, which is one of the major goals of this project. I think there's -- I think if you bring -- try to bring people to Van Nuys Boulevard the congestion -- and it is certainly the highest used corridor in terms of bus, et cetera, which is why the light rail is there.

So my recommendation is alternative 5, heavy rail, Sepulveda Boulevard, station at UCLA. And we're building for the future, and that includes technology that will be safer in earthquakes and also provides accommodations best for bicycles --

MS. SWIFT: Thank you, Glenn.

MR. BAILEY: Thank you.

MS. SWIFT: Yeah, thanks, Glenn. Appreciate that. Yeah, do have just two minutes for each caller, so thank you. But I know there's lots to say.

So just a few things I do want to note that have come up. So we did share that the recording of today's presentation will be posted on Metro's YouTube channel. We need to get that all packaged up in English and Spanish, then we will share those links when they become available, so probably not today, so

later this week or as soon as we can get those available in both languages, we will share that.

And we have found that for these big presentations that have lots of dense maps, YouTube has been a really great way for us to share that, and then you have the benefit of seeing the video, hearing Peter walk through all the alternatives, so bear with us; that's how you will see the presentation again.

And then just remember that those of you who are using the Q&A function, we are not responding to comments, and the Q&A function is not a way to give us comments, so we have posted in the chat the ways that you can communicate with us about the questions, so your questions are being treated as comments, so if you've got meaty topics that you're putting in the Q&A, please do take the time to make sure that you're sending those thoughts and ideas and feedback over to us either -- you know, go ahead and raise your hand today, give it to us verbally, or send us an e-mail afterwards or one of the different ways that we've been sharing.

So with that, Stevie, let's keep going through verbal public comment.

MS. ESPINOZA: Our next caller is Steven J.

Go ahead when you're ready.

MR. JONES: Hi. Thank you. My name is Stephen Jones. Good afternoon. Thanks for hearing us today.

I'm asking you today to please not build a monorail. People don't want to go to freeways. They want to go to their homes, jobs, shops, restaurants, and schools like UCLA, and the transit should go to those places and not to freeways. So with that in mind, I'd stay focussed on alternatives 4 through 6 and not 1 through 3. I think alternative 5 looks the best to me and -- but also please, I encourage you to seek out and take into account the needs of those that are already riding transit on this corridor. I'd say especially Metro busses 233 and 761. Just as an example as a bus rider, last week my three-year-old and I sat at a bus stop with no bench, no shelter, for about an hour and ten minutes waiting for a bus that has ten-minute head ways, and so I feel like this project and -- you know, is going to definitely serve those that are already riding transit on that corridor in addition to hopefully many, many, many other people, but please take those people into account too and seek out their opinions because I feel like they're not at this meeting.

So thank you.

MS. SWIFT: Great. Thank you so much, Steven.

Stevie, we can go on to the next comment.

MS. ESPINOZA: Okay. Our next three callers will be Andrew L., Faramarz, and Coby K.

So, Andrew, go ahead when you're ready.

MR. LEWIS: Yes, can you hear me?

MS. ESPINOZA: Yes, we can.

MR. LEWIS: Fabulous.

Hello, everyone. My name is Andrew Lewis. I'm the vice president of the North Westwood Neighborhood Council; although, today I'm calling in my personal capacity.

I'm calling to strongly advocate for option 6 and make it very clear that this project will essentially be a failed project and a missed opportunity without a direct on-campus station at UCLA. I'm also the author of the WRAC position letter that was mentioned earlier by Mr. Sann that has been passed, to my knowledge, I believe nearly unanimously by about 14 neighborhood councils that all recommend and advocate as well for a direct station on the UCLA campus.

As many others have stated, this is pretty much a once in a lifetime, maybe generation opportunity to get this right. You know, whatever option is

chosen, that's going to be there for the next hundred or more so years. As was mentioned earlier as well, this is going to be the highest trafficked corridor Metro line, to my knowledge, in the state and maybe beyond.

A monorail is not what this moment demands and would severely limit the potential ridership that a heavy rail could ensure. So on top, I just want to mention that about 400,000 folks travel to this area every day to commute to work, school, and other designations. What we need to do is connect places that people need and want to be as opposed to, you know, what is -- or what looks good on paper or in theory. So let's go for efficiency. Let's go for what makes sense.

And thank you for having this meeting today.

MS. SWIFT: Thank you, Andrew.

Okay. Stevie, next commenter.

MS. ESPINOZA: The next commenter is Faramarz.

Go ahead when you're ready.

MR. FARAMARZ: To promote equity, community, and economic development, don't select the route until a community or tenant opportunity to purchase act covers the project area so existing (inaudible) renters can be protected from displacement from apartments that

are uncovered by rent control protected.

To improve mobility, the project must serve the main UCLA campus directly, so Metro should eliminate alternatives 1 and 2. To improve mobility and accessibility provide a cost-effective solution and enhancing resiliency, instead of studying elevated rail next to residential areas, city alternative lines between Valle Vista and Burbank Boulevard, Sepulveda has multi-story apartments. So for alternatives 3 and 4, Metro should require both the monorail and heavy rail teams to study a Valley alignment, that falls with the Metro -- what the monorail teams proposed in alternative 3 along the east edge of the 405 between Valle Vista and G Line but with a station portal at Ventura and Sepulveda not at the 101/405 interchange, nor should any station be in the middle of a freeway.

To provide a cost effective option and minimize risk, the heavy rail option must be compatible with Metro's existing lines to reduce further operations and procurement costs. Right now Bechtel's heavy rail proposal uses lower dimensions, so its cars would be incompatible with the B and P Lines, reminiscent of how Bechtel saddled BART with wide gates trains that are incompatible with other rail systems in the area.

To improve mobility and accessibility, provide a cost-effective solution, enhance resiliency, as a substitute of alternative 4 to going on Sepulveda north of the G Line, Metro should study interlining the Sepulveda line with the B line connecting them and the east San Fernando line at the G Line right-of-way or the Oxnard and Burbank Boulevards. To study this, Metro must make the heavy rail option match the specs of the B Line. Metro could use Sepulveda station for a rail yard, giving more flexibility to both the Sepulveda and the B lines. There would be high ridership going in both directions.

To improve mobility accessibility, equity, community and economic development, for each alternative --

MS. SWIFT: Thank you, Faramarz. Going to have to cut it off there, but please, again, get in touch with us with additional comments and feedback.

Stevie, next commenter.

MS. ESPINOZA: Our next commenter is Coby King.

Go ahead when you're ready.

And just remember to unmute yourself.

(No audible response.)

MS. ESPINOZA: Coby, are you there?

(No audible response.)

MS. SWIFT: Stevie, I guess we'll come back. So Coby can get back in line, and we'll keep moving through.

MS. ESPINOZA: Okay. Coby, if you're having trouble, feel free to call or text our hotline, and we can give you some more assistance there.

So I'm going to move onto the next caller, which is David Johnson, followed by Richard Hedges and Izzy S.

So, David, go ahead when you're ready.

MR. JOHNSON: Good afternoon. This is David Johnson. I'm a homeowner in the West San Fernando Valley, and I would like to speak up for the monorail.

I believe that the monorail is the -- better than underground for the mental health of your ridership. Viewing the passing world from an elevated position is much more comfortable and reassuring than the non-view from within a subway tube, turning into beautiful views of the Getty and UCLA campuses will be thrilling, even with repeated viewings.

A monorail aerial alternative would therefore increase ridership. And I think alternative 3 would be best if there was an aerial connection between the Getty and UCLA instead of going underground but from

Getty to the Purple Line.

Thank you very much, and I look forward to the continuing of this project.

MS. SWIFT: Thank you, David.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next commenter is Richard H.

Go ahead when you're ready.

MR. HEDGES: Thank you. This is Richard Hedges. I've enjoyed all the comments, and I enjoy your presentations. I try to attend as many as possible.

I'm very much in favor of option 6, the heavy rail. It makes absolutely no sense to have rolling stock that does not coordinate with the Purple and the Red lines. It actually stretches the amount of rolling stock you might have in case there are emergencies.

I favor undergrounding in all of the more urban areas, especially when you underground, you ensure speed, which is what riders are looking for with 50 to 70 miles an hour from between stations. You really need to look very closely at having them connect directly with all of the stations that they go by, especially connecting with UCLA.

I think all except one of the people have

suggested losing the monorail. I do all together. I would support not having the monorail. I think it makes no sense. It actually coordinates with no other rolling stock that you have.

Those are all my comments for now, and I want to thank you again for having this presentation today.

MS. SWIFT: Thank you, Richard.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next commenter is Izzy S.

I've unmuted you, and go ahead when you're ready.

MR. SANDBERG: Can you all hear me?

MS. ESPINOZA: Yes, we can.

MR. SANDBERG: Hi, there. So this is Izzy Sandberg (phonetic), local transit enthusiast, resident of the Valley, and UCLA alumni.

And I'd like to go ahead and start off, you know, going through one by one. Options 1 and 2 should be non-starters in terms of how they approach monorail in essentially forcing students or future generations of Bruins to take on -- what is that? -- an electric bus, shuttle, and an automated people mover -- I'm assuming that's going to be similar technology to what they'd be using at the LAX -- at LAX -- to force future

generations to essentially take essentially another connection, another transfer to another completely different system.

I mean, everyone here has already spoken about how the rolling stock of the monorail doesn't already align with -- wouldn't align with the other lines, the other rolling stock that we use the other lines, in the L.A. Metro. But to add on to that -- to add another completely different mode of transportation and another transfer, it's just -- you know, it's inconceivable. It seems to be unfeasible, in my opinion.

And in terms of monorail, the option 3, any of them in general, I would like to speak to -- at least direct my comments to -- at least a bit to BYD representatives, the Sky Rail Express representatives. Any budget -- any argument that they --

MS. SWIFT: Izzy -- Izzy, I'm going to pause you. You do need to address all your comments to Metro staff, so not to anyone --

MR. SANDBERG: Yes. And I understand. That is what I'm doing.

(Simultaneous speaking.)

MS. SWIFT: So we can give you a few seconds back, but yeah, thank you.

MR. SANDBERG: Of course. If you could go

back to 40 seconds, if possible.

Thank you.

MS. SWIFT: Sorry. It's coming back. There we go. Or we can add on 40 seconds for you. Yeah, either way, Stevie. Whatever works, but I just wanted to clarify that. Thanks.

Okay. Go ahead.

MR. SANDBERG: Of course.

And I am, of course, speaking in platitudes, not directly to BYD but also, you know, to Metro representatives concerning the monorail alternatives.

Yes, so in terms of that -- yes, any budget, any savings that might be insinuated using monorail, quicker build times, any of that, are completely canceled out by having a tunnel going from the Getty to UCLA.

In addition, I would go ahead and suggest that we go forward for with either -- or alternatives number 5 or 6.

Am I being heard?

MS. ESPINOZA: Yes, you are. I apologize the timer stopped working.

MR. SANDBERG: That's fine. Just, you know, the time had stopped.

I would like to get -- you know, options 5

and 6, I would prefer that there be a tunnelling, you know, solution being offered, either down Sepulveda and Van Nuys. You know, there's significant ridership and significant populations centers along both of those corridors; although, I would suggest that in terms of Bechtel -- in terms of the consortium that would be building out the heavy rail solution, I would like to suggest that they also look into -- or if Metro representatives are able to pass that along -- solutions that might include an automated heavy rail, perhaps something that is, you know, similar to rolling stock that was used on the Red or the B and --

MS. SWIFT: Thank you, Izzy. Yeah, 15 seconds. Sorry. Go ahead.

MR. SANDBERG: Oh, yeah. Yeah, so using an automated heavy rail -- or heavy rail solution similar to what they use in, for example, Vancouver, the Sky Train system would be an interesting -- interesting, you know, proposal. But I want something that, you know, my grandkids and then their grandkids could be able use. We're thinking out a hundred, 2-, 300 years in the future, and so that's -- those are my concerns.

Thank you.

MS. SWIFT: Thank you. Okay. Thanks, Izzy. And you can always send us, you know, more comments via

e-mail afterwards. Sorry for all that, but it's just important that we're talking directly to Metro staff.

Okay. Stevie --

MR. SANDBERG: Of course. Thank you.

MS. ESPINOZA: Okay. Great. Apologies for that. It looks like we're back up and running.

So our next three callers will be Aviv S., Don W., and Scott E.

So, Aviv, you've been unmuted, and go ahead when you're ready.

MR. SCHIFRIN: All right. Thank you. So my name is Aviv Schifrin. I'm a student here at UCLA.

And the most important point that I wanted to make, which a couple people have made already, is that the UCLA station, if it were to be built, would be the single -- would be the station -- the non-transfer station with the single highest ridership in the entire system. It's inconceivable to me that any options that don't have that station are still on the table. So let's please take those out and only consider options that have an UCLA station.

And the second point I wanted to make is that transfer station to the B Line in Westwood that would be built to the Orange Line and the G Line to the Expo Line and to the Metrolink station, they all need to be

actual transfer stations. They need to be convenient. If you have to -- as somebody else said earlier, if you have to get out and walk up to street level and then go back down or something like that, it's going to add a lot of time, a lot of inconvenience. It's going to be harder for people with mobility issues, and it's just going to make transit a less pleasant experience. Let's make sure that all of the transfers are legitimate transfers and you can easily walk between lines.

The third point I wanted to make is that the stations should be in locations where there's high population density, high density of commercial activities where people go to, which usually means not building in the middle of a highway and instead along busy corridors and dense corridors.

And then the final point I wanted to make is that it makes a lot of sense to me to have -- to plan for future integration or expansions such as by choosing modes that have -- choosing similar modes having trains with the same width, same -- that go on the same track with -- that gives us a lot more flexibility in the future and especially for an investment this big, that's going to be super important.

So thank you very much.

MS. SWIFT: Thank you, Aviv.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next person in line is Don W.

Don, go ahead when you're ready.

MR. DON W.: Hi. My name is Don. Can you guys hear me?

MS. ESPINOZA: Yes.

MR. DON W.: Okay. Awesome.

Lifelong Los Angeles resident, grew up taking the RTD, and I'm here to voice support for option 6.

We need to be connecting up UCLA directly to the Valley, and Van Nuys Boulevard is a great place to connect to. There's less expensive housing out there. There's tons of real estate along Van Nuys boulevard that's right now dead space as in parking lot, automotive -- or car lots, and mega malls that are not part of the future. You can also connect Panorama City, which already is one of the denser neighborhoods in Los Angeles, as I understand.

All the other options I feel like -- especially the monorail is, just, like Metro trolling people or something, or I don't know why those options are even being considered. Nobody walks to a freeway.

Nobody wants to be around a freeway.

So please do heavy rail option 6. It works for the North Hollywood line. It would be excellent to connect UCLA to cheap housing in the Valley and future development.

Thank you.

MS. SWIFT: Thank you so much, Don.

Okay. Stevie, next commenter please.

MS. ESPINOZA: Okay. Our next commenter is Scott E.

Go ahead when you're ready.

MR. EPSTEIN: Hello, Metro. This is Scott Epstein. I am a candidate for L.A. City Council in the 5th District as well as a long-term UCLA staff member.

I'm calling in today to speak out strongly in favor of alignments that include a UCLA stop. It's sort of puzzling to me that we even have options on the table that don't have a direct stop at the fourth largest employer in the county and the home for tens of thousands of transit-reliant students.

You spoke very well at the beginning of the meeting that we need to be prioritizing equity as one of the important elements in how we decide which alternative to move forward with. Well, it makes no sense to subject riders who are disproportionately

black and brown and lower income to the noise and air pollution of a freeway.

Let's build transit to where people actually need to go, to places. Let's stop making the mistakes of the past with lines like the Green Line and the Gold Line. No more transit in the middle of a freeway. Transit to places, please.

Thank you very much. Let's build for the future. Thank you so much for holding this meeting and hearing from us all. Bye.

MS. SWIFT: Thank you, Scott.

Stevie, next public commenter, please.

MS. ESPINOZA: Okay. Our next three callers are going to be Branko B., Nancy M., and Eugene B.

So, Branko, go ahead when you're ready.

And just remember to unmute yourself.

MR. BURCKSEN: Hello. Can you hear me?

MS. ESPINOZA: Yes, we can hear you.

MR. BURCKSEN: Branko Burcksen. I am a resident of the Westside. The B Line actually runs right outside my door, so I actually get a lot of use out of Metro, and I think it's absolutely incredible.

And it's also nice to hear from someone running in the City race. Thank you, Scott Epstein.

My comment is towards the alternative 6, which

I think is by far the best option; though, I would make the recommendation -- and this is probably my own bias -- but to have the station be at the -- terminus be the Sepulveda Expo station rather than the Bundy station; mainly because there would be more connections with the buses that run along point Sepulveda -- the Sepulveda route.

And I would also like to voice my vehement rejection of any of the monorail for many of the reasons that have already been stated, but also for the construction that it would be causing more traffic along the 405 when it is actually built. My mother, my elderly mother uses the 405, and that would make just her commute on the Valley that much worse in the coming years.

And those are my opinions, and thank you so much.

MS. SWIFT: Thank you, Branko.

I will note that it is just after 1 o'clock, and some of you may need to leave us to get back to work or move on with your day, so I'm going to ask our outreach team to put in the chat the different ways to give comment. So if you've got your hand up but you're -- you know, you need to leave, remember there's lots of ways to give us comment. All the different

ways that you give us comment will be equally received by Peter and the whole technical team. So there's no extra points for staying with us for another 45 minutes and giving your comment live. We will read it however you give it to us, whether it's to our hotline or e-mail address for the live comment form link that we'll share as well.

With that, Stevie, we'll keep moving through.

MS. ESPINOZA: Okay. Our next caller is Nancy M.

Nancy, go ahead when you're ready.

MS. MATSON: Hi. Thank you so much for the presentation.

I just wanted to echo pretty much what everybody said, which is that it is hard to imagine having this project go ahead without an UCLA station. I mean, I take the number 6 bus, which goes right up Sepulveda with many UCLA students whenever I take it, and they're obviously going to be very heavy users of the system, and it benefits everyone to have that, so that is hard for me to understand.

So and I would also say also I would agree that it seems like the monorail is simply not a good option. And I would further note that even though I am a member of the Del Rey Neighborhood Council Green

Committee, I literally formed two transportation communities, the Westside Regional Alliance Transportation Committee and one for Neighborhood Council Sustainability Alliance, the only reason I really even understand the issues connected to the monorail versus underground is from comments from people that are not the Metro.

So it would be very helpful as a person who's not an expert but clearly very interested in these issues if as part of the FAQ you explained what any benefit of the monorail would be. Otherwise, it's sort of litany of facts that are essentially meaningless and have no value. So I mean that the -- not that the FAQ isn't helpful in other ways; I didn't mean it that way. But that it's a little hard -- without an argument for a con, it's a little a little hard to understand.

So I'd just like to point out that, you know, overall, I'm really excited about the project. One-third of greenhouse gases in California come from transit. Anything we can do to mitigate that is great, and I hope everybody listening to this isn't just thinking about this as a project for other people but you'll consider taking the Metro, which I do all the time.

Thank you so much.

MS. SWIFT: Thank you, Nancy.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next commenter is Eugene B.

Go ahead when you're ready.

Eugene, just remember to unmute yourself.

(No audible response.)

MS. SWIFT: Stevie, maybe Eugene will need to try again.

MR. BALFOUR: Hello. Can you hear me?

MS. SWIFT: Oh, there you are.

MS. ESPINOZA: Yes, we can hear you.

MR. BALFOUR: Okay. My name is Eugene Balfour. I'm a resident of Lancaster, California.

And I want to reiterate the most important thing about this transit project is that it will allow -- is so it will allow people to get where they need to go in the area of the 405 corridor. And the monorail options are all in the median of the freeway, which is not where people need to go. People need to go to other destinations, so do not chose -- those alternatives should not even be on there because the freeway is not where people are going, especially with the 405/110 interchange station.

Metro already has two subway lines so

rebuild -- building Sepulveda as a subway line will help -- it will use the same rolling stock, which will help with maintenance, and it will make it easier. It will streamline if you have to use one train from one line to another one.

And, yeah, the capacity, this is projected to be the most ridden line in the whole system, and monorail is made for tourists. That's why monorail is for views, the subway for capacity and speed. So unless you're making a tourist line or if you're just trolling or something, don't do a monorail.

And, yeah, this is -- these billions of dollars of investment will be lost and wasted if you do not use the subway option. We already have 10 percent sales tax in this county, and you owe it to us to make the -- choose the best option, which is the subway.

Thank you for allowing me to speak and give you my input. Thank you for building this project.

MS. SWIFT: Thank you, Eugene. We appreciate your comments.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next three hands are Tom M., Dana G., and Andrew P.

And I just want to let everybody know that there are still 13 hands raised that we see, so please

stay on, and we will get to you.

So, Tom, go ahead when you're ready.

MR. MATT: Good afternoon. Thank you for doing the presentation and listening to the public. It's very important that you pay attention to the things we're saying. I am on the Sherman Oaks Neighborhood Council Transportation Committee. I'm speaking for myself today.

Option 6 is the correct alignment. The other ones don't make a lot of sense, particularly people going to a freeway, they don't want it. We're trying to get away from the freeway. Option 6 has the least destruction to the Sherman Oaks neighborhood. Any of the other options, it's a lot of eminent domain, taking people's homes and their livelihood. You need to do the full subway down Van Nuys Boulevard.

The big goal here is to get people over the hill successfully without trouble. Adding to the congestion in the funnel by having stops and making people go to Ventura and Sepulveda right at the center of the funnel doesn't make any sense. You need to draw people away from the funnel because we're going to be driving cars for a long time. When there is no traffic on the 405 freeway in the future someday, then maybe we can use that corridor for some other option, but for at

least next 50 years, if not longer, electric cars will be traveling that corridor, so don't add to the funnel by making people go to it.

Keep the alignment over to the east of the freeway and keep it underground, no above grounds in Sherman Oaks. That is what the Sherman Oaks Neighborhood Council has told you from the very beginning. Please honor our wishes and acknowledge it that above ground in Sherman Oaks is not an acceptable option for the community of Sherman Oaks and should not be an option. Stay with alignment 6, as we've heard from everybody.

Thank you very much. I look forward to it being built before I'm dead.

MS. SWIFT: Thank you, Tom.

Next commenter, please, Stevie.

MS. ESPINOZA: Okay. Our next commenter is Dana G.

Dana, go ahead when you're ready.

MR. GABBARD: All right. Thank you very much. My name is Dana Gabbard. I'm the treasurer of Southern California Transit Advocates, on the board of the Rail Users Network, and an occasional commenter to Streets blog, but I'm just speaking for myself.

I actually am going to come out for the

no-project option, because I believe that flaws in the technology and also in the PPP is such that we need to restart from scratch because this is just -- the monorail -- I don't know -- the one -- the only supporter thought it's going to be a theme park ride that needs to have scenery, and that's not what this is all about. The monorail is so mind numbingly stupid, I don't even know why I need to bother pointing out all the flaws in it.

But the problem with the heavy rail -- and several people have been mistaken about this -- it is incompatible. And why is that? Because of the PPP, the Public Private Partnership is driving everything by cost. That's why we have the monorail people trying to avoid the station the UCLA. That's why the heavy rail wants to use shorter equipment that is not compatible with the Red Line and Purple Line. And I just think that this is all a very bad idea.

And then I look at the alignment, and I ask myself, wait, we're already building a light rail line along Van Nuys Boulevard. Why are we going to start building something on a parallel line within a half a mile? Why don't we just extend the Van Nuys one through the pass, through Westwood, and then farther down towards -- down towards to LAX.

And I just think it would be less expensive and probably could keep up with the capacity, especially if you could run it every two or three minutes, which is standard these days in the industry. It's just mind numbingly stupid to have incompatible technologies, et cetera.

And I know that this is a very unpopular position and it's probably going to be ignored, but I'll just put it out there, and 20 years from now, I'll just have to console myself that, well, I did warn them.

Thank you for your time, and certainly we do appreciate the efforts you've made through outreach.

MS. SWIFT: Thank you, Dana.

Stevie, next commenter, please.

MS. ESPINOZA: Okay. Our next three callers will be Andrew P., Joseph R., and Jeff D.

So, Andrew, go ahead when you're ready.

MR. PERRINE: Hi, yes, thanks. I'm Andy Perrine.

Yeah, I am calling in support of the heavy rail options especially option 6. Option 4, honestly is fair -- is, you know, not good when you're putting aerial heavy rail through a residential district. That's not something you should be doing to where

people live.

Option 6, though, is, I think, superior for some of the reasons already listed. But one that especially interests me, I'm a resident of Mar Vista, and we have very little public transit that does not go to Santa Monica. So having an actual connection to UCLA through the middle of Mar Vista that would be possibly enabled by the Bundy stop -- by the Bundy terminus is, I think, really critical to improving transit in a corridor -- or in a neighborhood, I mean, that is strongly, strongly car-dominated and has very little bus service.

Yeah, other than that, definitely you shouldn't even being looking at the ones without a UCLA stop or, you know, anything that has stops on the freeway. Those are already -- I shouldn't even be having to be address this.

But also very critically, as the last commenter said, you need to make this compatible with the other rolling stocks for the our rail system and possibly even, you know, interchangeable with the rail on the Orange Line and the Red Lines that we actually can have a rail system.

Thank you.

MS. SWIFT: Thank you, Andrew.

Stevie, next commenter.

MS. ESPINOZA: Okay. Our next commenter is Joseph R.

Go ahead when you're ready, Joseph.

MR. ROTH: Can you hear me?

MS. ESPINOZA: Yes, we can.

MR. ROTH: Great.

Joseph Roth, I'm on the governing board of the Westside Neighborhood Council. I'm also on the board of Westwood South HOA.

I'm a little confused, because I thought we were just supposed to be suggesting topics for the scoping meeting, not just providing comments as if it were a public hearing. So I'm just going to say I agree with probably 95 percent of the comments.

But I had three questions I wanted to focus on. One is there should be some sort of evaluation about ensuring a seamless transfer to the Expo Line from the Sepulveda line.

The second one is -- and I didn't really realize that Bundy was still an option, and prior to the previous speaker, I'm not sure anyone has even voiced support for a Bundy one, but Sepulveda and Expo seems like such a no-brainer. What criteria are going to be used for deciding whether it's Sepulveda versus

Bundy?

And then, finally -- and I know this may seem a bit counterintuitive -- but what sort of arrangements will be made for parking at the terminus, because those of us who live near an Expo station now already see there are a variety of people who drive to then take the Metro. Until the southern end is built, lots of people from the south are going to be driving up, getting -- you know, to get on the Metro station to take it into the Valley or come back, and there's not going to be anywhere for them to park, so I think there needs to be a short-term parking solution as well.

And that's it. But of course I'm in favor of a project and one that does not include a monorail.

Thank you very much.

MS. SWIFT: Thank you, Joseph.

Just about 1:20, so I do want to assure folks that if you're in the queue and you've got your had raised up and you've not get given public comment, we will be able to accommodate your comments, and anyone who gets in line who's a new commenter by 1:30, we will be glad to hear from you at this session.

So -- and then we've put lots of notes in the chat today about other ways to give comment, so if we don't get to you before 1:30, you know, again, you can

send us all of your comments afterwards as well, and you can comment on any topic, so, again, kind of going back to that list that Peter shared, there are lots of different ways that you can comment and share your thoughts on a whole range of issues for the project.

So, Stevie, let's keep moving through.

MS. ESPINOZA: Next caller is Jeff D.

Jeff, go ahead when you're ready.

MR. DEWITT: Hi, my name is Jeff Dewitt, and I am a resident of Sherman Oaks, and I happen to be in the one of the buildings that looks like it would probably get torn down if we went with alignment 4, and if it's for the betterment of the city, you know, then so be it, but I would encourage Metro to refine that alignment, if you're going to explore it further, to do -- I think I saw, in Bechtel's proposal, a cut and cover option all the way to Ventura and Sepulveda, and that way you would avoid having to demolish any buildings. I mean, we already have a shortage of housing, so it would be ashamed to get rid of even more housing. There's, I believe, three multi-family buildings and a couple private residences.

But I think alignment 5 is probably the best option, from what I can see. But understanding that if there is, you know, cost issues, alignment 4, if you're

still exploring that, then I think a cut and cover all the way to Ventura Boulevard would be greatly appreciated.

That's all I have. Thanks for allowing us to comment.

MS. SWIFT: Thank you, Jeff.

Stevie, next commenter, please.

MS. ESPINOZA: Okay. Our next three callers will be John B., Eliot H., and Nicholas M.

So, John, go ahead when you're ready.

MR. BECKMANN: Can you hear me?

MS. ESPINOZA: Yes, we can.

MR. BECKMANN: Yeah, okay. Great.

Listen, I'm in favor of 5 and 6. I also don't like the whole monorail concept, but I'm not going to repeat what everybody else has said, but I just want to make a few points.

I think the choice should be between 5 and 6. Some of the full -- I have full criteria that should be studied to decide which one is the best. Obviously cost is important. I think number 6 is a shorter route, and maybe that would be a cheaper cost.

But more important is maximizing passenger demand, in other words, a demographic study of how close that line would be to where people live and also

how accessible parking will be. This was mentioned a few minutes ago that we shouldn't neglect the fact that to maximize passengers, we have to allow people to drive to stations. And then the final criteria would be minimizing the impact to the neighborhood between 5 and 6.

One other comment I have is I read in the prospectus that the heavy rail would be limited to three cars, and I wonder why that is. And if that is considered the current demand, that's fine, but please make sure that the infrastructure, the stations, particularly, are designed in such a way that they can accommodate longer trains if not currently but in the future so that as demand increases, we're not going to be squished together like they are in New York and in Tokyo so that we can't have longer trains to, you know, meet the rising demands.

Those are my comments that I'd like to add. Thank you.

MS. SWIFT: Thank you, John.

Stevie, let's do the next commenter.

MS. ESPINOZA: Okay. Our next commenter is Eliot H.

MR. HOCHBERG: Hi. This is Eliot Hochberg. With -- I am with Palms Neighborhood Council

Transportation Committee, but these opinions are my own.

Positives for the aerial options, visibility, PR for the system, the stop at the Getty Center, and nobody's talked about access for veterans at the VA; that's a location for many low-income folks. I would prefer instead to a monorail, a light rail option so that there is some compatibility with other parts of the system.

Positives for the subway is the access to UCLA, reduced co-routing in Westwood events, and more direct connections to other lines. If we go underground, Metro should consider the people mover to go to the VA. Shuttles from Sepulveda to UCLA should not be considered. The traffic makes them ineffective. People movers should be away from streets to prevent loss of traffic lanes.

Metro should also consider if the subway can have other stops such as Roskam Air (phonetic) neighborhood or the Harvard-Westlake school. If there are no stops then the train should move quickly between the two distant stops from the Valley to UCLA.

The underground will cost more, and that money could be used for increased trains to reduce crowding more janitorial staff or more security staff. For me

personally, I drive back and forth to the Valley two times a week from Palms, and I currently take about 25 to 30 minutes one way and 45 minutes back. If I were to take the Metro, it would be two hours both ways currently. I don't use the system if the transit time is more than 45 minutes from Palms to Sherman Oaks.

And I currently use Metro less because of crowding, wet seats, other problems with cleanliness. And I've witnessed harassment on trains. I've tried to mitigate it myself, but obviously I'm not a professional, so money should be allocated for these issues if we are -- if we did the 405, and it costs less than the subway, then maybe some of that money can be used to compensate for those issues that may discourage people from using the Metro transit.

Thank you.

MS. SWIFT: Thank you, Eliot.

I'm going to pause just a minute here at 1:25 to show you our last two slides. We'll come right back to public comment, so those of you who are new commenters waiting in line, don't worry, but just want to -- for anyone who does need to leave at 1:30, I want to be mindful of time. So we've put in information in the chat, but I just want to run through a few things again.

So, again, lots of ways to give public comment. If you need to leave at 1:30 and you need to drop out of line, no worries; you can still use our online comment form, you can mail a hard comment to Peter Carter at the address here, One Gateway Plaza, Mail Stop 99-22-6, L.A., California 90012. You can shoot us an e-mail at sepulvedatransit@metro.net or call the project hotline (213) 922-7375.

We have two more scoping meetings coming up identical to this one. We will be sharing the recording of today's presentation as soon as we have it available in English and Spanish. We have a lot of material for you to engage with, so we've talked today about the story map that has all of the maps that Peter shared today that were in our videos. Our video is available to you, so you can watch that again a couple times and kind of take it all in, and lots of good content.

FAQs, so some of you had different questions that came up today. We're not answering questions today, but you should be able to find the answers to the frequently asked questions in our online document.

So and then again, February 11th is our deadline for receiving all scoping comments, so lots of time to go. Today is December 7th, so please

(inaudible) if you're stressed about today. Lots of time to go with you.

So with that, if anyone needs to leave, please -- thank you for being with us. We really appreciate the tremendous interest and everyone just sharing their comments so thoughtfully today.

But, Stevie, I will turn it back to you to keep working through those folks who are waiting to be heard.

MS. ESPINOZA: Great.

Our next three callers will be Nicholas M., Olga L., and Mira B.

So, Nicholas, go ahead when you're ready.

MR. MIRELES: Hi. This is Nicholas Mireles. I am a resident of the Valley. Actually my wife and I moved to the Valley last summer in part because of this project, big picture, but also the East San Fernando Valley line that's coming as well, looking for somewhere affordable to live and also not, you know, two hours out of city center.

I'm an immigration attorney. I have an office in Downtown L.A. I currently take several modes to get there via public transportation whether it's the Amtrak from the Van Nuys station or, you know, the Orange Line/Red Line combination.

I'm in favor of the heavy rail option for all the same reasons people have said, so I wanted to put my support on the official comment section, as I have, you know, done so via e-mail.

And from the big picture standpoint, normal people who ride our system every day, having moved to the Valley, having been in Southern California my entire life, if you make it easy, if you make it convenient, it will be, as I said, more popular than ever.

So the UCLA station seems to be a no-brainer for all the reasons listed as well as making it so that time and connectivity continues to be the number one goal.

So thank you so much.

MS. SWIFT: Thank you, Nicholas.

Stevie, next commenter.

MS. ESPINOZA: Okay. Olga, I've unmuted you. Go ahead when you're ready.

MS. LEXELL: Thank you. My name is Olga Lexell. I'm the land use chair and transportation cochair of the South Robertson Neighborhood Council; though I'm speaking an as individual today.

I'm a homeowner on the Westside, and my primary mode of travel in L.A. is public transition, as

it has been for the past decade. Do not build a monorail. We've let "The Simpsons" predict a lot of things; don't let them predict us being bamboozled into building a monorail.

The company behind the monorail has a history of selling bad transit products to L.A. and is only being considered because they donated thousands to Metro board members' campaigns. Heavy rail is the only way forward, and we need that way forward. If we don't build heavy rail here, we will destroy the future of public transportation in L.A.

A monorail does not have the capacity to carry the amount of riders who would use this line. Options 1 through 3 and ridiculous, and impractical.

UCLA is the number one commuter destination on the Westside, and this line needs to serve the main UCLA campus conveniently, which would eliminate 1 through 3 from consideration.

The Big Blue Bus Rapid 12 line which serves primarily UCLA and which I use to go to work is the most successful bus line in the entire county because of how convenient it is for folks going to from and UCLA. The South Robertson Neighborhood Council actually passed a motion to support the UCLA stop, which I will forward to you.

We the transit riders also don't want train stops on top of the 405 or any freeways, which has killed thousands of people in their lifetimes and poisoned our air irreversibly.

Please choose options 4, 5, or 6; 6 is probably the best one. To promote equity, don't select a route until a community or tenant opportunity to purchase act covers the project area so existing low-income renters can be protected form displacement and aren't -- from apartments that aren't covered by rent control. Please ensure we don't lose any RSO housing through this process.

The heavy rail option also must be compatible with Metro's existing lines to reduce future operations and procurement costs. Right now Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the B and P Lines, reminiscent of how Bechtel saddled BART with wide gates trains that are incompatible with other rail systems in the area.

We also need to provide a cost-effective solution and enhanced resiliency --

MS. SWIFT: Thank you, Olga. You are out of time. Thank you so much for your comment. Feel free to follow up with us via e-mail or any other of the methods to share the rest of your thoughts.

Stevie, next commenter.

MS. ESPINOZA: Next commenter is Mira (phonetic) B.

Go ahead when you're ready.

And remember to unmute yourself as well.

(No audible response.)

MS. ESPINOZA: Okay. Mira, let us know if you're having any difficulties, and we can come back to you.

I'm going to move on to Duane M.

Go ahead when you're ready.

MS. MULLER: Hi. Duane. Can you hear me?

MS. ESPINOZA: Duane. Yes.

MS. MULLER: Good afternoon. My name is Duane Muller. I'm the senior executive director for government and community relations at UCLA.

UCLA is the third largest employer in the county with more than 38,000 employees on campus each day, and if you add our students, that's more than about 67,000 commuters in total. As the region's premier public research university with a world class medical center and a hospital, UCLA should be easily accessible to all Angelenos, from a sustainability perspective, from a public health perspective, and from an equity lens.

A Metro station on the UCLA campus is the best way to accomplish that for our cities and for our regions. High quality rail connections to both the East and Westside via the Purple Line transfer station and the north and south line via the Sepulveda transit corridor lines are necessary to fully actualize the university's benefit for our region and to provide the transit connectivity that essential to a fully functional and successful transportation network. Reducing vehicular traffic congestion on the Westside and the 405 freeway while increasing accessibility for those who travel to and from the Westside is something we should all strive for and can achieve together.

According to Metro, an on-campus UCLA station would be the busiest non-transfer station across the entire Metro system. Such a station would help connect people to where they need to go, for employment, for educational purposes, and for cultural recreational attractions, including medical needs. A Metro stop at UCLA would take people off the 405 freeway, one of the most congested urban highways in the nation. It will shrink the travel time for many of our commuters, enhance their quality of life, help clean our air, and improve our environment and sustainability.

The Sepulveda transit line must include a

direct stop on the UCLA campus and seamless connection to the Purple/D Line Westwood station.

Thank you.

MS. SWIFT: Thank you, Duane.

Stevie, next commenter.

MS. ESPINOZA: Okay. Thank you.

We are going to try Mira one more time, see if we have her, and if not, we will move on to Lowell P., Steve T., and Cori S.

Mira, are you there?

(No audible response.)

MS. ESPINOZA: Okay. It looks like we may have lost Mira, so I'm going to instead move on to Lowell P.

Go ahead when you're ready.

And just remember to unmute yourself.

(No audible response.)

MS. ESPINOZA: Okay. Lowell may also be having difficulties.

MS. SWIFT: Yeah, both are having trouble. Yeah, we'll keep moving.

And, again, if you weren't able to unmute -- I know sometimes our computers or devices have different interfaces, but be sure to use some of those other comment methods to share your thoughts feedback with

us.

But in the interest of time, Stevie, we'll keep moving ahead.

MS. ESPINOZA: Okay. Steve T., you are up next. Feel free to unmute yourself when you're ready.

I see that you have unmuted yourself, but we are unable to hear you.

MS. SWIFT: So we're not able to hear Steve either. We're at the end here, maybe folks are -- their technology's worn out.

But, Steve, if you can try to turn up your audio.

Otherwise, we'll move on, Stevie.

MS. ESPINOZA: Okay. We will --

MS. SWIFT: We do have that technical support number, so -- and you can shoot us a text or call us at (213) 600-9039, so to one of the folks that Stevie called on and you couldn't unmute or we couldn't hear you, do reach out to us via that other number, and we'll try to quickly troubleshoot here.

MS. ESPINOZA: Okay. Our next three callers then will be Cori S., Sullivan I., and Jeffrey H.

So, Cori, go ahead when you're ready.

MS. SOLOMON: Hi, I'm Cori Solomon. I'm president of the Brentwood Glen Association.

I agree with most people with the options 5 or 6. I want to point out that option 1, 2, and 3, you don't mention that there is a likelihood of taking of homes, and there would be homes in our area, especially if it's going to coincide with the express lanes project. And that needs to be told to the public ahead of time. It should be in the alternatives themselves because it's not fair that people don't know that homes might be taken.

So that's all I want to comment on.

MS. SWIFT: Thank you, Cori.

Stevie, let's go to the next commenter.

MS. ESPINOZA: Okay. Our next commenter is Sullivan I.

Go ahead when you're ready.

MR. ISRAEL: Hello. Can you hear me?

MS. ESPINOZA: Yes.

MR. ISRAEL: Excellent.

My name is Sullivan Israel. There's been a lot of talk about UCLA today, so I'd just like to say I am a real-life UCLA student. I'm currently a junior, and I'm taking time out of my finals to make this comment.

I think 100 percent there needs to be a stop at UCLA, and if "The Simpsons" episode didn't teach us

enough, monorails are ridiculous. No, but in all serious, there's a reason that there really aren't any successful monorails anywhere on earth, and there's a reason that the one in Seattle, which was built as a tourist attraction, was never expanded but they are expanding their light rail and heavy rail, and that's because monorail's really don't make sense. They don't have enough capacity. They're not practical and they're slower.

So I would just like to say what most people in this meeting are saying and I'm glad that most people are saying, which is option 5 or 6 make the most sense.

And I also think there's an amazing opportunity, by having a stop at UCLA, for housing, which is that right now most UCLA students are forced to live within walking distance of UCLA. Most of us don't have cars. It's very expensive to park on campus, and so the idea that someone could live in the Valley but still get to school in, maybe, 20 minutes is really an incredible idea. It means that the stranglehold on rent in Westwood wouldn't be as strong, so that's just another reason. And I hope that one day -- probably not while I'm still a student, but one day in the future UCLA students will be able to get on

a subway and travel all over Los Angeles.

Thank you.

MS. SWIFT: Thank you so much for that comment.

Stevie, I'm not seeing any new commenters at this time who were able to resolve their technical issues, unless someone kind of called in to that text. If we want to do kind of one last call for Mira or Lowell, I'm happy to accommodate that if you want to call on each of them one last time just to make sure.

MS. ESPINOZA: All right.

Mira, we are going to try you again. So I have unmuted you, and go ahead and unmute yourself, if you're able to.

(No audible response.)

MS. SWIFT: It looks like it's not working either. But, Mira, we'll look forward to hearing from your comments in a different way.

And, Stevie, if you want to try one last time for Lowell.

MS. ESPINOZA: Lowell, go ahead when you're ready.

(No audible response.)

MS. ESPINOZA: I believe Lowell put their hand down.

So okay. We're going to try Steve T. one more time.

(No audible response.)

MS. SWIFT: Looks unmuted, but we don't hear anything, unfortunately, Steve.

So we tried.

And with that, we will go ahead and complete our live public comment. We're at 1:40 p.m. so, ten minutes past our scheduled ending time at 1:30.

And if we can go ahead and move to the last slide for the benefit of who those who had technical conflicts, and we'll just review, kind of one last time, how to go through everything.

But really want to say a big thank you to everyone who joined us today who took time out of their day, whether it was from work, whether it was from finals, whether it -- from whatever duties and responsibilities you have in the world. We appreciate you spending your lunchtime with us.

So just recapping again. We've got that online comment form bit.ly/SepulvedaCommentForm, where Sepulveda, Comment, and Form are all capitalized.

Peter Carter waiting to take your snail mail at any time between now and February 11th. Metro, One Gateway Plaza, Mail Stop 99-22-6, L.A., California

90012.

Send us an e-mail. There are no restrictions on that e-mail. It can be as long as you like. We welcome all of your comments on so many topics that we want to hear from you about, sepulvedatransit@metro.net.

And then lastly, our project hotline. That one is configured for two minutes, so if you call that, you'll be prompted to give a two-minute comment (213) 922-7375.

Please do engage on our project website. We'll send all the links out after this meeting. I know some of you were struggling to copy and paste things from the chat. So we'll make it easy on you. We'll send you the links that we shared today so you can dig into all of these materials.

When we have the recording of today's ready, we will share that as well, and then in January we've got two more meetings.

In the meantime, I will say that we do hope to be out in the community as public health guidelines allow. It is our goal to get out to transit stops and stations and different community events, as they are safe to do during these kind of crazy COVID times so hopefully --

(Simultaneous speaking.)

MS. ROSENSON: Karen, Karen -- sorry to interrupt. We did have one person who was in the queue at 1:30. I don't know if they dropped off by accident, but they are back in the queue now. I think we may want to take that comment.

MS. SWIFT: Okay. Yep, we can do that. So yeah, let me just --

MS. ROSENSON: Oh, they lowered their hand again. All right. They lowered their hand again. So I -- oh, no, it's back up again, so we'll go ahead.

Go ahead, Stevie, and do your thing.

MS. ESPINOZA: Okay. Steve also called our helpline, and he said he may have resolved his issues, so we're going to try Steve first, and then we'll move on to Jeffrey H.

So, Steve, go ahead.

MS. SWIFT: Okay sounds good.

(No audible response.)

MS. ESPINOZA: Steve, unfortunately we still can't hear you, but we did get your information from the helpline, and I understand you will be using the other methods to comment today, so thank you for your time.

And we are going to move on to Jeffrey H.

And go ahead when you're ready.

MR. HARTSOUGH: Good afternoon. It's nice to be the last on the list. This is Jeffrey Hartsough with the Sherman Oaks Neighborhood Council.

And just briefly, I'm a firm supporter of option A, number 6. The comments generally speaking would be to get clarity on the criteria for the final selection of the LPA, and I'd also like to get some insight into the future plans, as in 2100 L.A. of Metro, so how would the various options interface with the plans or future transit in the Valley, hopefully east, west, underground.

And then a final question would be just -- I know we're not answering questions today -- but where would questions be sent that would get answers?

Anyway, thank you for what you're doing. I hope we have a vigorous and great engagement of the community, and I thank you for your work.

MS. SWIFT: Thank you, Jeffrey. And thank you for bearing with us through those technical ups and downs. Glad we were able to accommodate your comment.

So with that, it looks like that was the last comment that we had the queue at the time. So with that, I am going to go ahead and wrap up the meeting.

Thank you, again, from all of us at Metro, on

behalf of the whole project team for being with us today, and we'll look forward to your continued engagement with this transformational project as we moved ahead. Everyone stay safe and have a happy holiday season.

(Whereupon this meeting concluded.)

REPORTER'S CERTIFICATE

I, Paige I. Hutchinson, Certified Shorthand Reporter, No. 13459, do hereby certify:

That said proceedings were taken before me remotely via videoconference and/or telephonically at the time and place therein set forth and thereafter reduced to print by means of computer-aided transcription; and the same is a true, correct, and complete transcript of said proceedings taken at that time, to the best of my ability.

Witness my hand this, Friday, December 17, 2021.

Paige I. Hutchinson, CA CSR No. 13459,
TX CSR No. 11222, WA No. 3336

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COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

SEPULVEDA TRANSIT CORRIDOR PROJECT WEBINAR

PUBLIC SCOPING MEETING

January 11, 2022

Case No:

SEPULVEDA TRANSIT CORRIDOR PROJECT WEBINAR

PUBLIC SCOPING MEETING

JANUARY 11, 2022 - 6:00 P.M.

SEPULVEDA TRANSIT CORRIDOR PROJECT WEBINAR

PUBLIC SCOPING MEETING

JANUARY 11, 2022 - 6:00 P.M.

Appearances:

Matthew Marquez, Community Relations

Stevie Espinoza, Outreach Host

Jody Litvak, Countywide Planning and Development

David Mieger, Countywide Planning and Development

Kavita Mehta, Program Management

Jackie Su, Countywide Planning and Development

Peter Carter, Countywide Planning and Development

Ben Lopez, Spanish Interpreter

Elizabeth Orozco, Spanish Interpreter

SEPULVEDA TRANSIT CORRIDOR PROJECT WEBINAR

PUBLIC SCOPING MEETING

JANUARY 11, 2022 - 6:00 P.M.

MR. MARQUEZ: All right. Good evening everyone. Thank you for joining us today for our second of three public scoping meetings for the Sepulveda Transit Corridor. We're now going to get started.

It looks like we have around 100 -- just short of 110 people in the Zoom room with us this evening. Thank you for joining us.

Today we're going to learn a little bit more about what we've been studying for the Sepulveda Transit Corridor project. The journey is just at the start of our environmental review process. We're in what's called "public scoping," which is the very start of a multi-year environmental review process. And so we're going to go over a couple of housekeeping items first as we start today's meeting, as well as one general Metro announcement, followed by our agendas, introductions, and then we're going to kick right into our formal presentation and have plenty of opportunity for public comments towards the end of our presentation today.

Next slide.

So first things first, for those that are joining

us today, we do have Spanish interpretation available for today's meeting via Zoom. So for those that would prefer to listen to today's meeting in Spanish, using Spanish audio, we ask that you click on the interpretation icon on your menu and select Spanish as your preferred audio. And we have our interpreter, Elizabeth Orozco, who will be interpreting for us in Spanish today.

I will now -- we will also be posting the presentation for today in Spanish, a Spanish-translated presentation in the chat momentarily, as well for those that wish to view it.

Next, I will have Ben, who is with our outreach team, provide that same announcement in Spanish.

Ben.

MR. LOPEZ: (Gives Spanish interpretation.)

MR. MARQUEZ: Thank you so much, Ben. We also have a couple of additional housekeeping items. Our webinar today is being recorded. However, your cameras are off as we are in a webinar, and your microphones are currently muted at this time being. When we get to oral comments, you will have an opportunity to unmute your mic and provide oral comments. And during that particular section of the meeting, I will provide further instruction on how to provide oral comments, and that will be after our formal presentation today.

If you have any technical questions or things of

that sort, the Q&A option is open to you. However, do note that we are not answering any questions in the Q&A function. We also want to offer the opportunity for anybody that would like to introduce themselves from any elected -- elected officials' offices, neighborhood councils, homeowners associations, or any of our local agencies, agency representatives that would like to introduce themselves. So please use the Q&A function to do that, and we will introduce you shortly.

Additionally, for any technical support, if you're having any issues with the Zoom platform or any of the Zoom functions, we do have staff that's available to help you. And you can do so by calling or texting our support line which is at 213-600-9039.

Next slide.

Metro also has a code of conduct for our public meetings. And we want ensure that all participants can fairly and clearly share their ideas, comments, and concerns about the Sepulveda Transit Corridor project. And we're asking for your help in providing a safe and equitable process for tonight's meeting. So a couple of reminders, for tonight's meeting, as we're moving along, we ask that you one, respect the format of today's meeting and allow everyone an opportunity to provide their public comment.

While you are providing your public comment and

you have the opportunity to do so, we ask that you turn off any cell phones and/or any background noise while you're speaking. We do have a court reporter who is with us, Laura, who will be recording and documenting all of our oral public comments that are received. And those will be put into our formal scoping record:

We also ask that you treat fellow community members, agency representatives, Metro staff and others with respect during today's meeting. And while addressing any of your comments, we ask that you address them towards Metro staff and consultants and not towards any other attendees in today's meeting.

And the last thing that we ask is that you maintain a conversational tone as we move this study forward for today's meeting.

Next slide.

We also have general Metro announcement as well, too, for those that may be kept up on Metro news. Yesterday, Metro resumed bus fares as well as front door boarding on our system. With the restarting of bus fares, Metro is encouraging riders to take advantage of our fare discount as well as fare programs as we move forward into collecting bus fares once again.

With that, we do our LIFE program, which currently has discounts for next six months which are currently half

off. And we have also unveiled a new online application program, both in English a Spanish, for our LIFE program. And also, for those that do register, our new registrants of our new LIFE program, they're also able to get 90 free days of free rides as well too. So this is free opportunity to sign up for that program. And for more information about our LIFE program, we have that link on the screen here, www.metro.net/riding/life. And that will also be posted in chat for those that wanted to learn more about that program.

Additionally, Metro bus fare passes are also discounted for the first six months -- first half of 2022. And with that, that includes our daily, weekly, and monthly passes, all at half price.

Next slide.

So for today's agenda, we have a couple of things to go over today. First, we'll start off with our welcome and introductions. We just finished with our housekeeping items. We will introduce the team to you today. And following that, we'll go over our project video which will bring us up-to-date on what's been done on the project so far. And then we'll go into our formal scoping presentation.

At around 7:00, once our presentation is over, we'll then move into the public scoping comment session where you'll have an opportunity to provide oral comments during today's meeting.

And then as we wrap up at around -- just before 8:00, we'll go over next steps for the project. And during today's meeting, we recognize that there are many of you in attendance today. So far it looks like we have around 141, so that number has risen in the last few minutes. But we'll try to accommodate as many comments as possible based on the allotted amount of time. And we are also offering alternative ways to provide comments other than providing oral comments that are available all the way through to the end of our scoping period, which ends on Friday, February 11th of this year.

Next slide.

Now, I'd like to introduce today's speakers. We'll start off with David Mieger, Executive Officer with Countywide Planning and Development. Next, we have Peter Carter, Project Manager for our environmental process with Countywide Planning and Development. Next, we have Jackie Su, Senior Transportation Planner with Countywide Planning and Development. Next, we have Kavita Mehta, the Project Manager -- she's waving hello -- for our pre-development agreements, and she's with our program management department. And then we have our community relations team, which is currently led by Jody Litvak, Senior Director with Countywide Planning and Development, and myself, Matthew Marquez, Community Relations Officer with Community Relations.

Next slide.

And before we get started and launch into our video, we have a couple of questions that we always ask during our public meetings here. We're going to ask you two quick questions on a Zoom poll.

We want to know, one, where everyone is coming from today. We like to know what area you're joining us from during today's meeting. Are you from the Valley, the Westside, maybe downtown, South L.A. or the Gateway cities? Maybe from the San Gabriel Valley, South Bay, North County areas? Or are you coming from outside of L.A. County and viewing in today? We'd like to know where you're coming from.

And then we have our second question, which we'll -- go to the next slide. Excellent. And we always like to know if this is your first time interacting with our project. So have you previously participated on the project? Have you attended a meeting before for this project? Or have you submitted a comment, potentially for this project before? So we'd like to know how you participated, or if this is your first time attending a Sepulveda Transit Corridor meeting.

So please go ahead and submit your polls really quickly, and we will give everyone a minute or two to provide their responses.

(Pause in meeting.)

MR. MARQUEZ: Stevie, how are we looking so far?

MS. ESPINOZA: It looks like around 75 percent.

MR. MARQUEZ: Okay. We'll give everyone about 15 more seconds and then we'll close the poll.

(Pause in meeting.)

MR. MARQUEZ: Okay. Thank you all for participating in that. Let's go ahead and close the poll and we'll go ahead and release the results really quickly.

Excellent. So it looks like we have a split between three different groups, as expected. We have around an even split of 26 and 27 percent between the San Fernando Valley and the Westside. We also have about 22 percent of you coming from outside of L.A. County, so thank you for joining us and your interest in this project. We also have about 12 percent coming from central L.A. and the downtown L.A. -- downtown area, so we thank you for joining us. And it looks like the remainder of you are coming from different areas from all over L.A. County, so we thank you for joining us tonight.

And let's go ahead and go to the second question. It looks like we have a pretty even split between people that have attended a meeting before and those that are participating for first time. So about 61 of you have attended before, and 55 of you that participated in our poll are participating for the first time. So we welcome you and thank you for joining us at this very first step of our environmental process, and we look forward to continuing to

engage you as we move along on developing this project.

And just as a reminder for those that are representing elected officials' groups, homeowners associations, neighborhood councils, local agency representatives, we ask that you introduce yourself using the Q&A function, and we will be providing introductions very shortly.

Now, we are going to turn it over to our project video, which you may have seen. We're going to go ahead and play that for everybody to catch everyone up to speed on what we've been doing on the project.

(Whereupon, video played.)

MR. MARQUEZ: Excellent. And this video is currently available on our Metro YouTube channel. If you go to Metro Los Angeles, it's available in both English and Spanish, and we just posted those in the chat for those that wish to view that on their own time.

With that, I'm now going to turn it over to my colleague, Jody Litvak, who will go over some of our introductions and the next part of our presentation.

Jody.

MS. LITVAK: Thank you, Matthew, and thank you everyone for being with us this evening. Before we get into the presentation, I want to take a moment to welcome our representatives from our elected officials' offices and our

community organizations out there. We very much appreciate everybody's interest in this very high-profile project. And I will just say, if I get anything wrong, including the pronunciation of your name, I apologize. And if you are from one of those groups and we have not introduced you, please make sure to note it in the chat.

I'll start off by welcoming Eric Bruins, who is the Deputy to Metro Director and L.A. City Councilman Mike Bonin. We welcome Gabriela Marquez from Representative Tony Cardenas' office, and Marco Enriquez from Senator Dianne Feinstein's office. With L.A. City we'got Jay Greenstein from Councilman Paul Koretz's office, and from the City of West Hollywood, we have David Fenn.

From Our neighborhood groups, we have Irene Sandler from the Bel-Air Beverly Crest Neighborhood Council, Jeffrey Hartso from the Sherman Oaks Neighborhood Council, Wendy-Sue Rosen from the Brentwood Community Council, Steve Sann from the Westwood Community Council. Andrew Lewis and Furkan Yalcin, both from the North Westwood Neighborhood Council, and Jeff Dunn from Van Nuys Neighborhood Council. And also Sachi Cooper from the North Westwood Neighborhood Council. Oh, she's in. She's out. There we go. She's showing up on my list.

Other key stakeholders that we have that we want to especially welcome, Dr. Tom Williams, the President of the

Citizens Coalition for a Safe Community from Culver City, the Sierra Club Transportation Committee, and LA-32 Neighborhood Council Land Use and Development Committee. Jennifer Poulakidas from UCLA, Stuart Waldman from the Valley Industry and Commerce Association, Hal Dash and Coby King. Coby, I think you'r probably wearing your VICA hat, I don't know. And Hal -- I'm sorry, and Hal Dash and Maracela Gomez, who I know are here, representatives for the different PDA partner teams. And we've just added Stacey Segarra-Bohlinger from the Sherman Oaks Neighborhood Council. So we have a lot of our VIPs here.

If we can go to the next slide.

And while we're doing that, I want to make a note that all of the links you see posted in the chat are live. So if you can click on them, those will open up for you. And we will be sending all of them out in an email to you tomorrow. So if you don't get them tonight and you just want to pay attention or don't want to get caught in that, we will send those all out to you tomorrow.

So what I want to note now is that Metro really has a plan to make it easier to get around Los Angeles. It includes creating better transit. This project is really working to provide a competitive transit option to get from the Valley to the Westside. There's a real topographical barrier in Los Angeles, those Santa Monica mountains.

Oh, and I see that we have Meg Healy from CD4 has

just joined us. Okay. So I'll focus on that. If I didn't introduce you, I'll do it later on. Let's go on to the next slide, please.

So our plan really works to weave together our effort across our four areas, focusing on better transit, less congestion, complete streets, and access to opportunity. You'll hear us talk a lot throughout this and through other efforts that Metro is doing. All of these four priorities -- and throughout everything, we are going to focus on equity and sustainability and that really underpins everything we do. And with that, I will turn it over to David Mieger.

David, you can unmute yourself and turn on your camera and take it away from here. Thank you.

MR. MIEGER: Thank you, Jody. Actually, we can go to the next slide here. You know, over the last 20 years, we've developed a network of projects to serve the Valley and the Westside of Los Angeles. The lines you see here are all but open since 2000. On the right you see the Red Line, which is actually the B Line. This was actually our first project. It was a project that went to serve the Valley and it actually went through the Santa Monica mountains. So this isn't the first time with the Sepulveda Pass that we're going through the mountains. We did it back in 2000, connecting Hollywood to Universal City and North Hollywood. And that line was -- actually doubled the ridership on the subway from downtown

within a few months after it opened. It was actually able to divert a lot of people off the current transit routes and out of their cars that traveled through the Coalinga Pass on the 101 freeway.

Within about five years after that line opened for service, the Metro Orange Line, which is now called the G Line, opened from North Hollywood along -- trip through North Hollywood through Valley Glen into Van Nuys area, crossing the 405 freeway and into some of the West Valley communities, as far as out as Chatsworth and then Canoga Park. That line is sort of a model for bus rapid transit. It's a former railroad right-of-way that opened with stations that served those communities with rubber-tired transit solutions, and have been operating since that time.

Also in the Valley, where we currently have a project under construction, near to be under construction, it's on Van Nuys Boulevard where we're looking to build a rail line from the Van Nuys station north past the Van Nuys Metro Link Amtrak station, as far North as San Fernando Road where it connects to the Antelope Valley -- would connect at the Antelope Valley line at the Sylmar San Fernando station. So the Valley now has the three lines that are currently either in service or under -- nearing construction.

And then when you go a little south of the mountains, going down the Metro Expo Line or E Line, opened up

in two phases in 2012 and 2015, which actually provides service from downtown, past USC, through some of the north university parking areas, past Crenshaw Boulevard out through Cheviot Hills, Culver City, and now to Mar Vista and Santa Monica. And that line has been open now for the last 5-to-7 years, and the Sepulveda completed section was open in two pieces. So we have this network of projects that we're building.

I don't want to omit speaking about the Purple Line also, which is now our D Line, under construction. And for those of you on the Westside, I'm sure you're very well aware of this because we're building it in three phases.

The first segment goes from Western out to La Cienega, the second phase from La Cienega to Century City, and then the third phase, also under construction, from Century City to Westwood and Wilshire and the VA Hospital, just west of the 405. That line is going to be opening up in three segments. It will open before the Olympic games, is our goal, before 2027, so we can operate and serve the Olympic venues at UCLA and get people around Los Angeles better for that deadline.

So these lines are all opening up in a 5-to-8-to-10-year cycle. Sepulveda is the missing piece of this network. 405, of course, is one of most congested and heavily-used freeways in the country. It's notorious, even

with the recent improvements of the 405, where we added capacity, improved the traffic lanes, and actually provided more capacity on the freeway. It still endures tremendous traffic congestion, even in the COVID period during rush hour periods. And so we need relief on the 405 corridor to get people, you know, through this area, and that's what this project is intended to do.

So we can go to the next slide and talk a little bit about we are not just doing this one thing to serve the Sepulveda Pass. The Sepulveda Pass has many different things that can be approached. Heavy rail, subway, and monorail is one solution. The highest capacity type of transit service can move people through the corridor very fast, independent of traffic on the freeways, and generally beating traffic travel time on the freeways during the rush hour period by a significant degree.

So in addition to the Purple Line, D Line project that I just mentioned, we are also looking on the 405 at express lanes. And those of you that maybe travel on the 105 Century Freeway, or the I-10 Harbor freeway, or the 10 freeway in San Gabriel, we have express lanes where people can buy a transponder and travel in lanes that are independent of the normal traffic, general traffic, congested traffic conditions for a fee that ranges from zero, if you're in carpool, to a range of fees that are based on congestion, with the goal of

trying to keep the lanes running at 45 miles an hour during the peak of the rush hour or at all times. So we're looking at that as an option.

There's a separate study underway, and some of you may have been to our meetings that we've had on that project to look at whether the middle lanes of the freeway could be used as express lanes rather than mixed-flow traffic lanes. That study is underway.

And also, the 405 extends, you know, all the way up to the northeast San Fernando Valley and as far south as Orange County. There's another study that we're conducting with Caltrans looking at improvements all along the length of the 405 to look at ways that we can improve it further, keep the flow going all along that freeway. In other words, making improvements to the existing facilities where there's bottlenecks, where there's access points that need improvements, different things that we can do to improve the flow throughout the 405.

And then finally, what we're calling a traffic reduction study, looking at other ways of pricing or monitoring of traffic. Many people do shortcuts through the Santa Monica mountains to try to get from the Valley to the Westside, other ways that people are traveling in different means to travel. We're looking at just a number of different ways that we can look at arterial streets and other roadways

that are handling regional traffic, but taking them through people's neighborhoods, through areas that are residential in nature, trying to get that traffic diverted and sent to other modes and other routes that actually can handle that capacity that aren't heavily residential or mountain communities.

And so each of these projects that I just mentioned are going through their own environmental clearance, planning process with this similar type of outreach effort as they reach the certain stages of development. And we'll be coordinating among all of them, because the solution may be all of them, may be a limited number of them, or may be only one or two of them. So we're looking at all of these options as ways to address this severe traffic bottleneck that we have in our network.

I have one more slide, too, after this one. I wanted to give a little bit of background to how we got to where we got on the current Sepulveda Pass project. And the genesis of all of this really was from the voters in 2016 approved Measure M, a sales tax measure in Los Angeles County, by over 71 percent of the voters who voted to tax themselves to provide a highway and transit improvements, with a number of projects that we've just shown you here in the Westside and the San Fernando Valley. And the Sepulveda Transit Corridor is one of those major projects identified in that ballot measure as being funded.

So between 2017 and 2019, we did the initial study of this, which was looking at a wide range of different transit alternatives through the Pass and destination starting points, stopping points, the Valley station locations, and the best ways to connect into other networks. And that study came with a range of three feasible heavy rail alternatives and one feasible monorail alternative as the recommendations from that study to be carried forward for development.

In 2021, our board wanted to take a more -- a more, I guess you'd say, progressive view of this. They wanted to bring in some -- since this is a very complex corridor that's hilly, it has terrain to deal with, it's got mountains. It has steep -- steep size of those mountains that frame the 405 freeway. It's a difficult terrain to build in. So we actually opened this up to firms from all over the world and all over the country who we invited them to come in and give us their best thinking about what type of transit improvements they would suggest here, based on their experience of working in other locations, as well as in Los Angeles. And so we've narrowed that down in 2021.

The board selected two teams, two PDA teams, two pre-development agreement teams to actually develop heavy rail and monorail alternatives in this corridor and give us their best solutions for what they thought would work, that we are now taking into this environmental review.

And then, this is what we consider the reasonable range of alternatives required, including a no project. What if we don't do anything in terms of changing this corridor? We compared these alternative proposals to those -- that no-project alternative in the environmental study, and we have six rail alternatives now in the study, which we're going to talk about a little bit more as we go forward.

But at this point, I'd like to invite Kavita Mehta, our engineer and our lead for the PDA project studies to give us a little bit of an overview how that process is working. So I'll turn this over to Kavita with the next slide.

MS. MEHTA: Thank you, David. Good evening everyone. I am Kavita Mehta, Deputy Executive Officer with Metro program management and Project Manager for the Sepulveda pre-development agreements.

So why are we doing PDAs or pre-development agreements for Sepulveda? We already understand the need for the project in this highly-congested corridor. What we also know is that given the topography and the build environment, the design and construction of this project is also going to be very challenging.

So with this PDA approach we are involving contractors who build projects during the early planning and design phases, so we can make sure right from the beginning

that we are designing something that can ultimately can be constructed. We also anticipated that this early private sector involvement will bring about financial and technical innovation.

The PDA approach allows us to think about cost effectiveness over the life of the many project. So we're not just thinking about what is cost effective to design and construct, but what is cost effective to also operate and maintain in the long run, then lastly, may allow for schedule acceleration.

Next slide.

These are the key milestones in the PDA process. It was back in July of 2019 Metro board the approved PDA approach for this project. We issued the RFP and went through the evaluation process. And in March of last year, we awarded two contracts. One to L.A. Skyrail Express for their proposed monorail technology, and the second one to Sepulveda Transit Corridor Partners for their heavy rail technology. And also in August of last year, we issued the NTPs to both the PDA teams.

Next slide.

So Metro program management oversees both the PDA teams. So my team and I, we manage both the PDA teams. We review their work product, and we also coordinate with my colleagues in the planning department to provide the necessary

input to the environment process.

This is, again, a little bit different. Metro program management usually gets involved during advanced design and construction phases. But here, since we are doing the PDA approach, a pre-development approach, program management is involved during this early planning and design phases, again, to make sure that we design something that can ultimately be constructed. We take a life cycle approach to the project, and we take advantage of the input and expertise the private sector partners can provide during these early phases that can help us during the later phases.

So since coming on board in August of last year, the PDA teams have been working on the concepts that they submitted as part of their proposals to develop them further into distinct alternatives. And these are the alternatives that we are going to talk about more today.

And from here on to through the PDA process, we'll continue to be responsive to the environmental process. So we will take the comments that are provided as part of the scoping process, and include it as part of -- continue to define the alternative, and those refined alternatives will move forward into environmental analysis. And with that, I will hand it over to Jackie.

MS. SU: Thanks Kavita.

Hi, everyone. I'm Jackie Sue, Senior

Transportation Planner with Metro Planning. As we think about project goals and objectives, let's talk about current transit service.

Next slide. Thank you.

The Sepulveda Corridor provides an essential transportation link between the San Fernando Valley and the Westside. Over 400,000 people travel the corridor each weekday, but less than two percent do so by transit. Congestion on roads and freeways affects transit service as well as private vehicles. And the table in this slide provides some additional insight. These transit lines, which operate between the Valley and the Westside, have average speeds less than 20 miles per hour and their on-time performance is in the 50 percent range. So because of these slow travel speeds and unreliable travel times, current transit service in the project corridor is not competitive with travel by car.

Next slide.

This leads us into a discussion of the purpose of the project. The purpose of the Sepulveda Transit Corridor project is to provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside.

Next slide.

The project goals and objectives will help guide

the environmental process and identify the merits and challenges of each alternative. These goals and objectives might look familiar to you because they are informed by the goals and objectives from the feasibility study. Since that early planning study, we have updated these goals based on the work of the feasibility study and associated outreach. And we have also updated the goals to further emphasize equity and sustainability.

The project has six goals. The first of these goals is to improve mobility, which means increasing transit frequency; decreasing travel time between the Valley and the Westside; increasing transit ridership; prioritizing connections to local points of interest and destinations; promoting efficiency of transfer experience between transit lines; and supporting non-automobile first-last mile connections, which means walking, riding, or rolling to and from a transit station.

The second goal is to improver accessibility and promote equity. This means improving access for equity-focused communities, which are communities in which its resident are low income, people of color, and have no access to a vehicle. This goal also emphasizes identifying and pursuing investments that serve those with the greatest mobility needs.

The third goal is to provide a cost-effective

solution and to minimize risk, maximizing benefits to the public relative to cost, and maximizing potential eligibility for state and federal funding opportunities.

Next slide.

The fourth goal is to support community and economic development, which means increasing opportunities for economic growth around stations, minimizing physical barriers to communities, and prioritizing station placement and design that's consistent with community context. Essentially, being a good neighbor.

The fifth goal is to protect environmental resources and support a sustainable transportation system, including reducing vehicle miles traveled, greenhouse gas emissions, and other air pollutants, in addition to addressing potential impacts to environmental resources.

The sixth goal is to enhance resiliency. Improving the resiliency of the Metro system to natural disasters and climate change. And with that I'm going to pass it over to Peter to discuss project alternatives.

MR. CARTER: Thank you, Jackie.

I'm Peter Carter, Senior Director in Metro Planning and the project manager for the environmental clearance of the Sepulveda Transit Corridor project.

I wanted to start by thanking all of you for your interest in the project, those of you who are joining us today

and taking time out of your evening to be part of our meeting. The Sepulveda Transit Corridor project proposes to construct and operate a dedicated piece of infrastructure across the Santa Monica mountains between the Valley and the Westside. All of the alternatives that we're looking at today that have a northern terminus, which is to say an end-of-the-line in the north near the Van Nuys Metrolink and Amtrak station. And a southern terminus at the Metro E Line in the south, the line formerly known as the Expo Line.

Next slide, please.

These six alternatives that we're looking at have three different technologies, an automated monorail, an automated heavy rail, and a driver-operated heavy rail. And all these of these technologies have sufficient capacity to meet the expected needs of the project.

Next slide, please.

So alternative 1 is the first of three monorail alternatives, and all three of our monorail alternatives operate in what we call an aerial alignment, that's up in the air, elevated, within the 405 corridor. What's different about alternative 1 is the use of a bus connection to the UCLA area. The monorail portion of alternative 1 is 15.3 miles in length, and there's eight stations, which starting from the south, include a connection to the Metro E Line, the station at Santa Monica Boulevard, a connection to the Metro D Line,

stations at the Getty Center, the U.S. 101, the Metro G Line, Sherman Way, and the Van Nuys Metrolink station. The bus connection that we mentioned happens at the Metro D Line at the Westwood VA station.

You'll also notice that we marked the location of maintenance and storage facility sites associated with this alternative. Those are the yellow boxes that you see there. And the maintenance facility storage site is a place where vehicles can be kept in a good working order and stored when they're not in use. So the maintenance and storage facility site for the monorail would be in the Valley at the Metro G Line Sepulveda station parking lots. And the maintenance and storage facility site for the electric bus associated with this alternative would be co-located at the UCLA-Bruin bus facility on the Westside.

Alternative 2 is the second monorail alternative. And the differentiating feature of this alternative is the use of an automated people mover to access the UCLA area. The monorail portion of the line is 15.8 miles in length and it includes the same eight stations as alternative 1.

The automated people mover connects to the monorail line at Wilshire Boulevard and Western. And if you look at the inset map there, you can see the monorail coming out of the 405 corridor to make that connection to the automated people mover. The maintenance and storage facility

site for the monorail for alternative 2 is located in the same place as were alternative 1. The maintenance and storage facility site for the auto mated people mover would be located above the UCLA-Bruin bus facility.

Alternative 3 is the third monorail alternative. And the differentiating feature of alternative 3 is an underground connection to the UCLA campus. You'll notice that the alignment length for the monorail is a little bit longer 16.2 miles, and that one extra station brings us to a total of nine. There's a station on the UCLA campus.

The underground portion of the line, you can see there's a different line type there, little bit thicker dots. And that happens from just south of the Getty Center to just north of Wilshire Boulevard. The maintenance and storage facility site for the monorail for alternative 3 would be in the same location as the previous two alternatives.

Alternative 4 is the first of three heavy rail alternatives. And the differentiating feature of alternative 4 is an aerial alignment along Sepulveda Boulevard in the Valley. The alignment is 14 miles in length. And starting from the south, there are four underground station connecting to Metro E Line, Santa Monica Boulevard, the Metro D Line, and the UCLA campus. And on the other side of the Santa Monica mountains four aerial stations, elevated, so stations at Ventura Boulevard, the Metro G Line, Sherman Way and the Van

Nuys Metrolink station. The maintenance and storage facility site for alternative 4 is located just to the west of Woodman Avenue and south of the Metrolink tracks.

Alternative 5 is the second heavy rail alternative. And the differentiating feature of alternative 5 is an underground alignment along Sepulveda Boulevard in the Valley. The alignment length is 14 miles and it has the same eight stations, seven of which are underground. The Van Nuys Metrolink connection is an aerial station. The maintenance and storage facility sites for alternative 5 is in the same location as alternative 4.

Finally, alternative 6 is our third heavy rail alternative. What's different about alternative 6 is an underground alignment along Van Nuys Boulevard and southern terminus and end-of-the-line south at the Bundy on the Expo Line. The length of this alignment is 12.6 miles and there are seven stations associated with the line; connections to the Metro E Line, the station at Santa Monica Boulevard, connects to the Metro D Line, UCLA campus, Ventura Boulevard, the Metro G Line, and the Van Nuys Metrolink station. The maintenance and storage facility site for alternative 6 is located north of the Metrolink tracks and just to the east of Van Nuys Boulevard.

Next slide, please.

As we heard David mention, we're also considering

a no project alternative, and that means looking at all existing highway and transit services and facilities, as well as future transit and highway projects that are expected to be operational by 2045, with the exception of this one, the Sepulveda Transit Corridor project.

Next slide, please.

Next, we take a look at our environmental process and as we can see by the movement of this little yellow marker having begun the scoping period, we have begun the environmental review. But we're just at the beginning of that environmental review process and there are several steps further engineering and design that needs to happen before we even begin construction and to get the line ready for operation.

Next slide, please.

So when we talk about the scoping period, what we're talking about is scoping an environmental document, specifically a document called the Draft Environmental Impact Report. There's going to be a lot of information in that document, everything from high-level summaries of the alternatives to more detailed conceptual engineering plans. The types of things that you'll find in those summaries include costs, benefits, and impacts associated with each of the alternatives, so things like construction costs, right-of-way costs, annual operating costs, as well as

benefits. Things like the ridership of each of the alternatives, the reduction in automobile miles traveled associated with those alternatives, as well as increased mobility for equity focused communities.

We'll also see environmental impacts, which is how we refer to the effects of the alternatives on their surrounding environment. And that's where we'll find things like the expected impacts resulting in property acquisition.

A deeper dive into things like the conceptual engineering plans will show you track alignment, typical cross-sections of the project, the layout of stations, as well as right-of-way impacts.

The Draft Environmental Impact Report will also include environmental technical reports analyzing each of the alternatives. And we'll see a little bit more about that last item on the next slide.

So the Draft Environmental Impact Report will be studying the potential effects of both construction and operation of the alternatives, and evaluating measures to avoid, minimize, and mitigate their potential environmental impacts. And all of the bulleted items here are examples of the potential impacts that we'll be studying, and these give you a sense of the depth and the breadth of those potential impacts that we will be looking at.

Next slide, please.

So public participation is an integral part of environmental review. And from how until February 11th, I would encourage you to take a look again at the description of the alternatives, the associated maps, the project objectives that Jackie took us through, and let us know what you think. This is an opportunity for you to provide us feedback about the elements that are included in the alternatives, as well as the questions that you'd like to see answered as part of this environmental document that we'll be preparing. With that, I will turn things back over to Jody.

MS. LITVAK: Okay. Thanks again, everyone, for joining us. I just want to not we also want to welcome Lisa Petrus from the Sherman Oaks Neighborhood Council and correct that Wendy-Sue Rosen is actually with the Brentwood Residents Coalition.

On that last point that Peter just ended, the last slide with -- where he said this is your opportunity to ask questions that should be answered as a part of the study, I want to acknowledge the frustration that occurs at this point in an environmental study. We are at the very beginning and I know you have a lot of questions. And not only are they not going to be answered tonight, but they're probably not going to be answered for a while. The purpose of the study is to do the analysis and to get the answers to those questions. So I just want to make sure everybody understand that, and also

acknowledge that I know that that's frustrating, and that's the way this process goes.

A little bit about the project outreach, we've been working to make sure everybody knows about it. We've done all of our legal notices with our notice of preparation to the public agency and our legal ads. We've used Metro's both English and Spanish language blogs. We've done targeted -- we've targeted Spanish language media and social media. We have a website, a help line, an email, our interactive story map, various links, even if they have not already been posted, or even if they have been posted in the chat, will be posted again. They will be sent out to you tomorrow as well. We have our frequently asked questions. We've already seen our project video. We've been sending e-blasts. I'm sure all of this is how many of you have come here. And we've posted things on buses, both on Metro buses and those of our sister agencies.

Let's move on to our next slide, please.

So there are many ways to provide comments. Again, the official scoping comment period ends on Friday, February 11th, a month from today. Again, this is your opportunity to not just tell us how you feel about the study and the alternatives, but let us know what are the questions that you want the study so answer. We have our online comment form. You can mail things to us. Peter is -- excuse me, the

U.S. snail mail address is on the right-hand side of the slide. You can email us You can use our project hotline. We have an online comment form. All of those links are being posted. And we have one more scoping meeting a week from Saturday an January 22nd.

I want to make a note, the recording of the first meeting in December is already up on the website. The recording of this meeting, while we send out an email tomorrow, it takes us a few days to get the video posted, but this video will also be posted. And then after the meeting on the 22nd, we'll post that video as well.

Let's go on to the next slide, please.

So we're coming to public scoping comment session. Please go to the next slide. So again, as we said, the purpose of this is for you to tell us what you think about the purpose and the objectives of the project, the alternatives under consideration, and the issues you want the environmental analysis to cover, what are your questions.

The comments are going to be restricted to two minutes. We will double that if you need interpretation. As we said, the Metro team will be listening to your comments and not answering the questions in this forum. If they're, sort of, basic, overall questions, we may post the answers in the chat, if we can. But really, the substance of the project itself is what the study will focus on. The more specific

your comment can be, or the more specific your question can be, the better the technical team can address it.

Go on to the next slide, please.

So again, as I said, this is a comment session only and I understand the frustration. Before I talk through and explain how we're actually going to do the commenting function -- well, actually, let's go ahead and start with that.

You can click on the raised hand function if you'd like to provide a comment. The project staff -- so go ahead and start doing that now, those of you who want to ask questions. The project staff will call on hands in the order they are received. You'll hear me ask for Stevie to announce that, and she'll be helping us out with that. When you are called on, please unmute your microphone when you're called upon. And then before providing your comment and before we start counting down your two minutes, please state your full name for the record and spell it, if necessary.

You'll see a countdown clock on the right-hand side, here. If you are joining us by phone -- there you go, that's what it's going to look like. She did that so quickly. If you are joining us by phone and not on the computer and you wish to comment, press *9 to raise your hand, and then when you're called on, you can press *6 to unmute yourself. Again, if you need technical support for any reason, please call or

text 213-600-9039.

Stevie, do we have our first three names?

MS. ESPINOZA: Yes. It looks like we have about 16 hands raised.

MS. LITVAK: Okay. So hold on. So I'm going to ask Stevie to say the first three names. If your name is the first name, don't unmute just yet because I want to say something after that. But Stevie, let us know the first three names so those people can get ready.

MS. ESPINOZA: All right. The first three names are Stuart W., followed by Steven S., and then Aaron H.

MS. LITVAK: Okay. So we're always going to tell you who is speaking next and the two people behind them. So if you're number 2 or number 3, know that you're going to be moving up and you can get ready. So I hope everybody understands that.

Stevie, let's go head and take our first commenter. And that was -- was that Stuart?

MS. ESPINOZA: Yes. That was Stuart. So Stuart, go ahead when you're ready, and don't forget to unmute yourself.

MS. LITVAK: Thank you.

MR. WALDMAN: Thank you. Stuart Waldman, I am from the Valley Industry and Commerce Association, VICA. Our transportation committee met this morning and took some

positions. We voted to support option 3, option 5, and option 6. We -- part of the reasoning behind the options, we felt that those best -- were best for the San Fernando Valley, but also connecting the San Fernando Valley to the campus of UCLA, which is something that is extremely important.

I will say on a personal level, which we haven't fully taken a position on as an organization, but I do have concerns about option 4, alternative 4, that puts heavy rail down Sepulveda that would be elevated. I feel that having something like that while the Westside gets an expensive subway diminishes the value of the San Fernando Valley, who, as we all know, pays a larger percentage of this tax and pays for more of these projects which we've rarely ever seen. So this is an opportunity to right past wrongs by providing the Sepulveda Transit Corridor, and we're very excited about that. We appreciate all that Metro is doing here. And I would urge other San Fernando Valley residents to call in and support options 3, 5, and 6. And I look forward to hearing from other folks. Thank you.

MS. LITVAK: Okay. Great. Thank you, Stuart.

Stevie, who's up next and who are the two individuals behind that person?

MS. ESPINOZA: Our next caller is Steven S., followed by Aaron H., and John S.

So Steven, go ahead when you're ready.

MR. SANN: Yes, good evening. You can hear me, I hope?

MS. LITVAK: Yes, we can.

MR. SANN: Thank you very much. Good evening, Jody and your team. Thank you so much. This is Steven Sann, the Chairman of the Westwood Community Council. We want to just jump in and say that our council is very proud to be a part of the larger coalition, which has been recently developed with Sepulveda Transit Corridor for all coalition. And our council, our community council is part of, also, the Westside Regional Alliance of Councils, which is made up of the 14 community and neighborhood councils on the Westside. And our WAC organization overwhelmingly -- I think 13 of our councils have voted to support the concept of the on-campus UCLA station.

So to jump right in, alternatives 1 and 2, we don't need to speak about them. And frankly, Metro, they need to be dismissed. They are non-starters. To build this project and not have an on-campus UCLA station, there's no reason to even consider that.

I want to personally address option number 6, the heavy rail option, which is underground heavy rail, end-to-end, and I want to note that both the Red Line and the Purple Line are, of course, end-to-end subway. And since this Sepulveda Line was projected to carry existing subway routes,

it seems obvious that this line more than qualifies for an end-to-end subway.

In terms of what I would like to ask you to please consider, on option number 6, I think it would be important for Metro to study not only Bundy Expo as the end point line, but also Sepulveda Expo. I understand that there's a little bit of a time benefit, that is about a minute faster if it ends up at Sepulveda Expo, and I think that option needs to be studied as well.

Additionally, I think that it is important to address the safety issue of tunneling. That is the elephant in the room. And as you correctly noted, David, you indicated that tunneling has existed for more than 20 years. That it's very important that this line show itself to be done safely in its construction and operation. Thank you so much.

MR. LITVAK: Thank you, Steve. We appreciate that.

Who do we have up next, Stevie, and who comes after them?

MS. ESPINOZA: Our next caller, hand raised, is Aaron H., followed by John S., and then Andrew L.

So Aaron, go ahead when you're ready.

MR. HARRIS: Hi, my name is Aaron Harris, and I'm a lifelong Southern Californian, and I've lived in Los Angeles for 10 years. And I have joined today to boast, this is in my

hopper, my opposition against the monorail alternatives. I think the monorail is great for Disneyland, but it doesn't provide the capacity for future growth that is needed for the busiest and most congested freeways in North America. I think it's going to be cheap to be -- or it's going to be expensive to try to take the cheaper option with the monorail. And we're already playing catch-up when it comes to transit. And we can expect that by the time this is built that the transit ridership will have continued to grow in that time period. And so it's ever more important that we're leveraging the technology that is best suited for future growth, and that is the automated heavy rail option.

Automated heavy rail is truly the creme de la creme of transit options. It provides the best quality of service. It provides lower operational costs in the long term compared to the monorail. And also it provides the travel times that would be far more competitive with car -- car travel along that same corridor.

In terms of the alternatives, I think options 4 and 5 are certainly the best options to continue forward. I think alternative 6 would be okay, but I am confused why that is a driver-operated mode as opposed to an automated mode. The corridor is fine, but I am a little confused as to why that alternative 6 does not provide an automated option. So that's a question I'd like to have answered.

I think overall, Metro has decades of experience with heavy rail, and I think investing in a brand new technology, such as monorail, would provide greater risks to completion of a project and potential for boondoggles in the long run. So, once again, thank you for your time and I look forward to heavy rail on the Sepulveda corridor.

MS. LITVAK: Thank you, Aaron, we appreciate that.

Stevie, let us know who's next and who follows up after them. Thank you.

MS. ESPINOZA: Okay. Our next hand raised is John S., followed by Andrew L., and then Jeffrey W.

So, John, when you're ready, go ahead.

(No response.)

MS. ESPINOZA: John, you'll just need to remember to unmute yourself.

(No response.)

MS. ESPINOZA: Okay. John, we are going to come back to you. Just keep your hand raised and we'll come back to you after we get to Andrew L.

MR. LITVAK: By the way, John, and anyone else, if you're having technical problems, call or text 213-600-9039.

Okay. Stevie, go ahead with our next three individuals.

MS. ESPINOZA: Okay. Jeffrey, go ahead when you're ready. This is Jeffrey W.

(No response.)

MS. LITVAK: While we're waiting for Jeffrey to chime in, I want to remind those of you who are joining us by phone that you can also participate with comments and questions. Press *9 on your phone to raise your hand. And when we call on you, press *6 to unmute yourself.

Jeffrey W., are you with us?

MR. WALKAN: Yes, I am.

MS. LITVAK: There we go. All right. State your name and please go ahead. Thank you.

MR. WALKAN: Jeffrey Walkan, Woodland Hills, calling to recommend for the rail that there be a stop for Getty Center. It's an important cultural landmark within the city. To bypass it just like the Red Line bypassed the Hollywood Bowl would be a mistake. Thank you.

MS. LITVAK: Thank you. And who are the next three people we have after Jeffrey, Stevie?

MS. ESPINOZA: Let's try Andrew L. again, and see if he was able to unmute himself, but then we're going to go to Irene S. and Shonda S.

So Andrew are you there?

MR. LEWIS: Yes, can you hear me?

MS. ESPINOZA: Yes, we can.

MR. LEWIS: Fantastic. Hello, Andrew Lewis, Vice President of the North Westwood Neighborhood Council, also a

member of WAC, and co-authored the resolution that was mentioned earlier calling for a station at UCLA campus.

I'll keep my comments quick because I know we have a lot of folks that want to talk. Put simply, I'm advocating for option 5 and 6 for this project. I think they make the most sense. As was mentioned earlier, options 1 and 2 or anything that includes a monorail should not be considered seriously, should be scrapped. It would be a complete waste of money.

Further, I would like to call on Metro to explore feasibility for first-last mile options after this route is chosen to connect to the Purple Line extension on Wilshire so that folks can seamlessly connect once they get to the Westside to that line later on.

But again, here to advocate most specifically for alterative 6 for this project. And thank you for having these scoping meetings and listening to the public. I greatly appreciate it.

MS. LITVAK: Okay. Great. Thank you so much.

We looked like we had a little problem with the timer before, but it seems to be working again now. Maybe it just wasn't showing. Andrew, you did not go over your two minutes, I'm certain of that, so that's not a problem.

All right. Stevie, who do we have -- who are our next three speakers?

MS. ESPINOZA: It looks like a couple people have put their hands down, so our next three callers are Izzy S., Furkan Y., and then Lisa S.

So Izzy, go ahead when you're ready.

MS. LITVAK: And remember to unmute yourself.

MR. SANDBURG: Hi there.

MS. LITVAK: We can hear you.

MR. SANDBURG: You can hear me?

MS. LITVAK: Yes.

MR. SANDBURG: Got it. Got it. All right. I'm just going to go ahead and start. My name is Izzy Sandburg. I'm a resident of the San Fernando Valley, transit enthusiast, and alumni from UCLA. I'd like to go ahead and start by, again, reiterating what the past commenters have said, options 1, 2, and 3, the monorail options are non-starters. And then, again, I'm sure it would be unfortunate in the short-sighted investments in the communities, not only within the San Fernando Valley, but in the entire city of L.A. as a whole.

In terms of options 4, 5, and 6, I would go ahead and recommend -- or Metro should continue forward with options 5 and 6. And, in addition, I would like it add one aspect concerning the -- concerning the technology that will be used, at least according to the proposal, there would be, I believe, use of a single-bore tunnel for one or both of their concepts. I'd like to see if Metro could go ahead and also consider not

only single-bore tunneling for option 6 under Van Nuys, but, in addition, looking to see if the automated rolling stock could be used. And just to see not only pricing of that rolling stock, but, in addition, seeing, you know, how that could be implemented on other lines, if the automated heavy rail stock is used. If there any options in terms of buying allotments of that rolling stock and using that across the system in the future. It's something to consider. Thank you.

MS. LITVAK: Thank you so much. Who do we have next, Stevie?

MS. ESPINOZA: Okay. Our next three callers are Furkan Y., Lisa P., and Chris T.

So Furkan, go ahead when you're ready.

MR. YALCIN: Hi, my name is Furkan Yalcin. I'm the President of the North Westwood Neighborhood Council, and recent UCLA alumni and a lifelong Westsider. I've been living on the Westside coming up on about 25 years now, and ever since I could comprehend the Metro map, I've been waiting for this project, connecting the Westside to the San Fernando Valley. And I think it's really important that it gets done right. And I might be a little bit biased here, but I think the most important part of this project would be having a stop directly on the UCLA campus. Westwood has the highest rent in California, and many students and people that live, work, and play in Westwood can't afford to live there anymore. And

therefore, they're renting in either San Fernando Valley, or Palms, or Mar Vista, and they're commuting by car.

And if we want to make sure that they can commute to UCLA in an environmentally friendly way, and an easy way, and an accessible way, that there be as little limitations as possible for them to get to UCLA. That means not having an option with, you know, a people mover or a bus transfer. It has to stop on the campus. That's why I'd like to support options -- any of the options that have UCLA campus.

I also want to echo what Steve mentioned earlier about looking into, potentially, on option 6, instead of having the ending be at Dundee, that it also be looked into be on Sepulveda. So thank you so much, Metro, for work and constant outreach, and I look forward to engaging with you guys further. Thank you.

MS. LITVAK: Thank you very much. And who are our next speakers, Stevie?

MS. ESPINOZA: Okay. Our next caller is Lisa P., followed by Chris T, and then Tom W.

So Lisa, when you're ready.

MS. PETRUS: Hi. Lisa Petrus, Sherman Oaks Neighborhood Council. I'm also with the Traffic and Transportation Committee. And I'd like to speak on behalf of myself, but these topics have been brought up at all of our meetings. And I can say without a doubt, every single person

I have spoken to insists that it's either 5 or 6. That it goes completely underground through the San Fernando Valley, for a variety of reasons. Nothing above ground, especially down Sepulveda Boulevard. It doesn't make any sense at all. And I also want to agree with having a stop at UCLA. I think it's crucial. There's -- I forget how many -- 40,000 students, I believe, plus faculty. I mean, it would be a shame to overlook that stop. I only wish there was some way to have the stop at Mulholland because there are about 10 schools right there. That would be a big help to faculty and student there as well. But I don't think that that would be feasible, but I thought I would throw that out there at this point.

And I'm looking forward to having this done. We've been talking about this for decades. And the San Fernando Valley needs this, and we need something that works, that makes people want to get on this transportation and leave their cars at home. And, you know, even if we got a small percentage of people doing this, those cars would be off the 405 and it would really help with the traffic. So I think everybody is ready for this. And let's get this thing going. And let's make sure that it's completely underground through the Valley. Thank you.

MS. LITVAK: Thank you so much. I just checked and we've got about 16 or 17 people still on the line. We're

going to get to all of you. So please be patient, and thank you for hanging in there with us.

Stevie, let us know who's next and who comes after them.

MS. ESPINOZA: Okay. We will start with Chris T., then Tom W., and then Sachi C.

So Chris, when you're ready, go ahead.

MR. TOMASCZKIEWICZ: Hi. Thank you so much. My name's Chris Tomasczkiewicz, and I just wanted to express that option 6, I believe, is the best choice. And I specifically want to touch on the northern end of the corridor.

So I think what a lot of folks have spoke to already is, you know, the UCLA component, of how important it is to serve that hub of, you know, jobs, and opportunities, and, you know, ridership. And everyone, you know, as in this call, has recognized that when you have to make connections, it reduces the -- you know, how appealing transit is. And so going -- taking that concept of, you know, reducing connections, if we go to the north end of, you know, the corridor -- so the thing with, I believe, option 1 through 5 is that it, you know, goes up to a Metrolink station.

And I think a critical thing that misses is, you know, in the future when the San Fernando Valley light rail is built, in any one of those three stations, if a person is getting on at the light rail station and they want to go down

to the Valley, they either have to then go up, you know, to a Metrolink if they want to do a one-stop, you know, ride to go down. And that's -- the wrong direction adds time. Well, they have to go down to the Orange Line, get on the Orange Line, connect to, you know, the future, you know, heavy rail, monorail and then go down, which adds a lot of inconvenience. So I would just like to iterate that I think option 6 is the best in terms of that northern alignment.

And specifically, a couple of things I'd like to be looked into for option 6 is if the station could be at, you know, Sepulveda and the Expo Line, and then why automated -- you know, the automated portions not available components as well. Thank you so much.

MS. LITVAK: Thank you, Chris. We appreciate that.

Let's go on to our next caller. Stevie, let us know.

MS. ESPINOZA: Yes. The next callers will be Tom W., Sachi C., and Faramarz N.

So Tom, when you're ready. And I see Tom, you are a phone caller, I believe, so feel free to press *6 to unmute yourself.

(No response.)

MS. LITVAK: You need to press *6 to unmute yourself.

DR. WILLIAMS: Hello. Okay. Thank you.

I'm Dr. Tom Williams, President of the Citizens Coalition for a Safe Community, but more importantly, I was environmental control supervisor for Red Line phase one downtown L.A., and go with a better version of alternative 6. In fact, make it extend, eventually, to State Route 118 at the north, and, of course, LAX, maybe even the Santa Monica airport. So there are many good alternatives for alternative 6. And those will be provided in our written comments in February. So that's one thing.

There's also a matter that remember stations are not just stations. The greatest model for stations is the 7th and Flower Station in downtown L.A. on 7th Street, and the fact that it has not only one but two stations in it. And we built those in downtown L.A. without any real problems. So the alternatives have been done already.

Getting elevated rail in any place in L.A. city and county, earthquakes faults, and you have to cross the faults of the Santa Monica mountains. So it would be better to do it underground in controlled conditions where we know what we're dealing with by the fact that we see the rock underground versus up in the air. And there's also a need for connections on the rail system. Those rails, both on the south side and north side, have to have stations in order to remove the debris that will be excavated --

MS. LITVAK: Tom?

DR. WILLIAMS: -- from the tunnels.

MS. LITVAK: Tom, I know you can't --

DR. WILLIAMS: Thank you.

MS. LITVAK: Okay. Thank you. I was going to say I know you can't see the countdown clock on the phone, but you --

DR. WILLIAMS: I did.

MS. LITVAK: Oh, you did. Okay. Great. Thank you so much.

All right. Who do we have next, Stevie?

MS. ESPINOZA: Okay. We have Sachi S., followed by Faramarz N., and then Jordana S.

So Sachi, go ahead when you are ready. Just remember to unmute yourself.

MS. COOPER: Hi there. This is Sachi from the North Westwood Neighborhood Council. I'm also an undergraduate student at UCLA, and the former USAC facilities commissioner where I represented over 30,000 students on issues of infrastructure, sustainability, and transportation.

As a graduating senior, I often talk with my peers about where we'll live post-graduation, and almost everyone I talk to says something along the following lines: I love L.A. but I can't live in a city anymore where I can't get around with a car.

When I hear this I agree, but I also don't because I know that my friends just across town at USC are frequent users of the Metro rail system. I left confused. Why would Metro deny a public university that serves thousands of low-income students, staff, and visitors equal access to the city of Los Angeles? Why would Metro even consider proposals for a multi-billion dollar project that don't include stops at UCLA and Westwood Village?

The 2021 to 2022 USAC, our student government of UCLA, just unanimously passed a resolution in support of alternatives 4, 5, and 6, and I want to affirm my personal support for these alignments it.

It should be clear by now that a UCLA and Westwood Village stop are essential for students, faculty, staffs medical patients, visitors, sports fans, museum goers, and more. I urge Metro to consider comments from students like myself with equal regard to any other stakeholder. Students are fighting for this not only -- not because it serves themselves personally. Hopefully by time this is built, we'll be long graduated from the university. Students are fighting for this because we know that it is the right thing to do to improve access and equity for all Angelenos.

Thank you. And to reiterate, please consider eliminating alternatives 1, 2, and 3, which do not include a direct stop at UCLA and Westwood Village, and please

prioritize alternatives 4, 5 and 6 in your review.

MS. LITVAK: Thank you very much.

Next, Stevie, I believe it was Faramarz, if I remember correctly, but maybe not. You let us know and let us know who comes after that.

MS. ESPINOZA: Yes. Our next three callers are Faramarz N., Jordana S. and Mihran K.

So Faramarz, go ahead when you're ready.

MR. NABAVI: Great. Thank you. I support the STC for all call for all alternatives to have a main line station at UCLA and also at Ventura Boulevard. In addition, now in door number one, don't select the locally-preferred alternative until Metro identifies both specific locations of renters at risk of displacement due to rising rents, and studies mitigation measures that are consistent with Metro's equity policies, such as inclusionary requirements for affordable housing, and a community where tenant opportunity purchase act rental apartments owned by corporations or LLCs are enacted and funded to cover the project area.

Two, the heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Metro is considering more dimensions that would be incompatible with the Red Line and the Purple Line. Metro can study automated versions of cars that are compatible with its existing system.

Three, as an alternative -- as a substitute for alternative 4, Metro should study interlining the Sepulveda Line with the Metro Red Line, connecting them and the East San Fernando Valley Line via the Orange Line right-of-way in either Oxnard or Compton Street. To study this, Metro must make the heavy rail option match the specs of the Red Line. Metro could use the Sepulveda station parking lot for a rail yard, giving more flexibility back to Sepulveda and the Red Line. There would be high ridership there in both directions, all day, between Sepulveda and North Hollywood because both the Westside and Hollywood and downtown are strong destinations. Most of the red -- Orange Line ridership is in the segment already and is slated to be converted to rail.

Finally, included just in areas with significant numbers of transit riders in the project study area. For example, the portion of Encino with the greatest number of multi-family residents is dependent upon the riders is the area excluded from the project area, so all of Encino should be included. Thank you.

MS. LITVAK: Thank you, Faramarz.

Stevie, let us know who is next and we will continue, as soon as you get the clock reset. Okay. Go ahead.

MS. ESPINOZA: Okay. We have Jordana S., followed by Mihran K., and then Daniel B.

So Jordana, when you are ready.

MS. JORDANA: Hello, thank you for giving me this opportunity to give my comment. I'm a resident of Sherman Oaks. My family has lived here for 10 years. I'm a member of the Sherman Oaks Homeowners Association.

And I've been following this through Metro's community outreach events for years. And what I don't understand about this presentation today is why there was no discussion of cost. The only discussion today of where the funding is coming from, which is Measure M -- but in past presentations there has been some, you know, very forthright and honest discussion of light rail being a lot cheaper than heavy rail.

Now, I happen to support the Sherman Oaks Homeowners Association's position in support of heavy rail, for all the reasons that we've come to understand in this discussion and others. But I think we also need to take a cold, hard look at what it's going to cost. And also with the acknowledgment that it's going to probably cost double of what ever number, or more, that is given to us.

Another point that I want to make while I have this podium, virtual podium, is that we really need to look at parking when we look at these stations. And it needs to be adequate. Years ago the Red Line opened up a station in North Hollywood, and, you know, my family took it easily. Then a

few years later, I went to take my kids on it and we drove all up and down the Red Line looking for parking and couldn't find any parking and ended up driving into Hollywood ourselves in the car. And so that's a real issue for the future especially because we know that Angelenos and people in the San Fernando Valley will be taking their cars to the Metro. Thank you.

MS. LITVAK: Thank you very much.

And who do we have next, Stevie?

MS. ESPINOZA: Next we have Mihran K., and then Daniel B., and Eugene B.

So Mihran, when you're ready.

MR. KALAYDJAN: Did you hear me?

MS. LITVAK: I can hear you now.

MR. KALAYDJAN: Excellent. Thank you for this meeting. I'm Mihran Kalaydjan with the Woodland Hills Neighborhood Council, Porter Ranch Neighborhood Council, and I am also an engineer at Boeing. I am looking into your six alternatives and planning, and I'm very much troubled and concerned about your option 1 and option 2 of how you are going to start with the 405 corridor and the Metrolink Ventura County Red tracks with an electrical bus shuttle to UCLA. I would like to tell this is almost impossible.

Two, I would highly recommend whenever you have a planning to have site visit. Because if you do this option 1, you are blocking to the students to move around and you are

going to create more traffic and more tension. Also, option number 3, the underground segment between Wilshire and Getty Center, it's important that this needs to be changed because of the 405 and Van Nuys Metrolink tracks. There are some conditions and some protocols within the planning division of the City, and I don't know how the Metro and the City could work together. Please continue to do more meetings and reach out to the community, and also reach out to the neighborhood councils to host your meetings. Thank you.

MS. LITVAK: Thank you so much. Before we go onto our next speakers, I want to note that according to my clock, we're at 7:30, which gives us about a half an hour left in this meeting, and we have about 15 people in the queue. So with two minutes each, that will take us up to 8:00. If you are in queue already and we go past 8:00, we will get you in, I promise.

That said if you've already spoken, that was your chance. Just given the number of people, it's not fair to allow people additional chances to comment verbally here, this evening. There are other ways you can get your comments in.

So with that, Stevie, who is up next?

MS. ESPINOZA: Okay. Our next three callers are Daniel B., Eugene B., and then there are two Ben P's. So the first Ben is Ben Pack.

So Daniel, when you're ready.

MR. BYRD: Hello, my name is Daniel Byrd, and I would like to recommend against alternatives 1, 2, and 3. Many people have stated before that the monorail is not a tested technology for a project of this scale. But also because those first three alternatives include stations above the 405. Anyone who has taken the Metro C Line will tell you that getting to a station located in the freeway median is unpleasant. The stations themselves are loud. There's a lot of pollution there. You know, this will only be improved so much simply by putting the stations above the freeway as opposed to at grade in the median. So I think those three options are all non-starters.

I'd also like to join other people in recommending that Metro pursue or at lease study a modified version of alternative 6 that includes a southern terminus at Expo Sepulveda. and that also looks into using automated technology. Automated trains can run in headways as little as 90 seconds. That's something -- that is amazing technology. And I think that that technology is exactly what we need to see here. Thank you.

MS. LITVAK: Okay. Great. Daniel, thank you so much.

Who do we have up next?

MS. ESPINOZA: Okay. Our next three callers are Eugene B., and then Ben Pack, and then Ben Parmas.

So Eugene, when you're ready.

MR. BALFOUR: Hello, my name a Eugene Balfour. If there's one thing about L.A. Metro that makes it useful is that it's a network. And the network is crucial to meeting the project objectives you outlined with providing access, equity to the city. Unnecessary transfers to a capacity bus network or to an automated people mover are a wasted opportunity for the university that's the size of a city. And those alternatives should be eliminated.

Sepulveda Transit Corridor needs transfer stations that allow the fastest transfer as possible, because that's what makes a network work. So that means no stations in the median of freeways. Stations should be centers of their community where people live, work, and play so that he stimulate neighborhoods, like the ones that Jane Jacobs wrote about. That means no rail station near freeways, near freeway interchanges, or anything of that sort.

And the monorail does not even have that much -- does not have a high enough capacity. So I'm calling to eliminate alternatives 1, 2, and 3. Thank you. Thank you for allowing me to speak.

MS. LITVAK: Thank you so much, Eugene.

And then I believe we have the first of our two Ben P's. Stevie, can you confirm?

MS. ESPINOZA: Yes. We have Ben Pack, followed by

Ben Parmas, followed by Gilad E.

So Ben Pack, when you are ready.

MS. LITVAK: Thank you.

MR. PACK: Hi. I hope everybody can hear me. So my name's Ben Pack and I live in L.A. And mostly, I just wanted to raise questions.

So my questions were to what extent do higher costs like ultimate options impact the budgets for first-last mile projects, parking that will connect people to the Metro? What should the priority be in terms of getting people to the corridor versus the way the project is built? How long will transfers take between stations, and how can those transfers be made as short and as accessible as possible for all people, especially those with mobility issues?

If approved, how could aerial alignments be better integrated into the community in terms of aesthetics and appearance and access? To what degree do destinations such as the Getty Center meaningfully serve low-income and equity-impacted populations versus other stations that that money could be put towards?

In studying automated options, will platform screens be studied as well? And what will the impact be on operating safety and shorter headways? And will cut and cover methods be studied for the tunneling where feasible for places like the Valley, or is deep core kind of like the old option

that will be studied?

Those are my questions. Thank you.

MS. LITVAK: Thank you so much. And Ben's questions is just a good reminder to everyone. I know many of you are expressing your opinions about the alternatives, which is great and we love those. But again, this is also an opportunity for you to get questions on the record that you want the study to answer. With a reminder, as I've said already, I know it's frustrating. You're going to have to be patient and wait for those answers until the study moves forward. That's what it's for. Okay.

I think we have Ben P. number 2 now. Is that correct, Stevie?

MS. ESPINOZA: That is correct. So we have our second Ben, followed by Gilad E., and then Gregory M.

So Ben, go ahead when you're ready.

MR. PARMAS: Hey. Can you hear me?

MS. ESPINOZA: Yes, we can hear you.

MR. PARMAS: Perfect. So yeah, I'm Ben Parmas. I'm a resident of Culver City. And hopefully a future commuter on this line. I kind of have three thoughts.

First one, yeah, I agree with what people are saying about the monorails being a non-idea solution. I think we have to consider heavy rail solutions. I mostly wanted to think about -- yeah. Access to the stops is a big deal. I

grew up in Boston and I'm used to being able to get to my train stations rather quickly from where I live, and also being able to take a bike and that of sort thing. So I think accessibility at the stops for people using different modes of transportation to get from homes or schools and businesses is going to be something important to consider.

I also think looking at future hazard trends should be an important part of the environmental plan, so, like, future environment. You know, right now, L.A. is shaped a certain way. Usually Metro systems are in place for decades, if not centuries, and if populations shift, climate change requires people to move to a different location in the city, it's important to look at that in considering where the stops are now because that may be serving more or fewer people in the coming years.

That's kind of what I have to say. I'm really excited to see this happening. Thank you for letting us give our comments on it and contributing.

MS. LITVAK: Thank you so much. All right.

And who do we have up next, Stevie?

MS. ESPINOZA: Our next three callers are Gilad E., Gregory M., and Michael L.

So Gilad -- oh, Gilad, it looks like you are using an older version of Zoom. I do encourage you to call the help line, the number you see on the screen there, so we can help

you out how to resolve that. And there are also additional ways that you can give us your comment as well. Thank you.

MS. LITVAK: Okay. So Gilad, we'll figure out how to come back to you. Please call the technical number and let's -- should we move on, Stevie?

MS. ESPINOZA: Yes. Our next caller is Gregory M., so Gregory, when you're ready.

MR. BRATKOWSKI: Can you hear me?

MS. ESPINOZA: Yes. Yes, we can.

MR. BRATKOWSKI: My name is Michael Bratkowski (ph). I'm a resident of the City and I'm advocating for alternatives 1, 2, and 3. So far I think I'm the only person on the call so far to advocate for the monorail, or at least the above-ground options. Mainly because the first thing is, it running above ground will self-advertise the line to the people on the 405 in an area. Seattle Sound Transit actually has above-ground and it's kind of nice to see that. So does Long Island in the airports into New York. UCLA stop is really good idea. Yes, please to that.

Here, locally, the Gold Line, actually, is an amazing above-ground trip, so that could also be worth looking at for people who don't quite -- you know, who don't want that one. And Ventura Boulevard is definitely a must, simply because it's such a connection. Maybe you guys can work out deal with the Galleria as far as parking goes.

I understand what the gentleman was saying about the freeway stations. The Lake Avenue station on the Gold Line is really noisy and not very pleasant. I'm really surprised that there's no LAX continuation segment. And have you really thought about idea that L.A. is an earthquake zone and is it really wise to put all of that underground?

And lastly, being above ground has a lot of tourist uses. I always like to be able to see where I'm going through, so I find the time goes a lot better. So thank you very much and enjoy.

MS. LITVAK: Okay. Great. Thank you so much.

And who do we have up next, Stevie?

MS. ESPINOZA: Okay. Next three callers are Michael L., followed by Alexander S., and then David F.

So Michael, go ahead when you're ready.

MR. LESLIE: Hi, this is Michael Leslie. I'm from the Brentwood Hills Homeowners Association. And I think it's very important to study the impacts during construction of the various alternatives. I'm very concerned about the impact on 405 of the construction of a monorail down the 405. The second issue that's important to study and compare is capacity. I think that it's important to have high capacity on this route. And if the capacity is limited on the monorail, I think that's very important for the EIR to study. The Santa Monica Expo Line or what used to be called the Expo

Line oftentimes runs at capacity and only has a couple of cars. So I think having enough capacity for people to travel to the Valley and the Westside and also stopping at UCLA will generate a lot of ridership and that's very important.

I think that the stops on the Westside including UCLA are critical, and I think will help drive ridership and also make it more convenient for people. So traffic impacts, capacity impacts, and that includes traffic impacts of the construction above ground not on a 405, but at the terminus up in the Valley needs to be studied. Thank you.

MS. LITVAK: Thank you so much.

Just before we go on to our next callers, were we able to resolve the issue with the individual who had the older version of Zoom, or we're still working on that?

MS. ESPINOZA: I don't believe Gilad has called in yet, but again, the number for the support line is on the screen right now. Oh, I did see their hand raised. Their hand is raised again, so let's try them again to see if they were able to --

MS. LITVAK: Okay. Gilad, can you try so we can hopefully hear you.

MS. ESPINOZA: It looks like Zoom is still not letting me unmute them because they're using an older version of Zoom. So again, Gilad --

MS. LITVAK: If Gilad wants call in by phone just

to speak verbally through the phone, is it that same number, the 600-9039? Or what's the other number Gilad can use?

MS. ESPINOZA: Yes, it is that same number.

So Gilad, go ahead and call our number and then we will get you on.

MS. LITVAK: Okay. Thanks. Who do we have next?

MS. ESPINOZA: Our next three callers are Alexander S., and then David F., followed by Mary M.

So Alexander, go ahead when you're ready, just remember to unmute yourself.

MR. STERN: Hi, can you hear me?

MS. LITVAK: Yes.

MR. STERN: Awesome. My name is Alexander. I'm 20 years old. I'm from the Valley and I've lived here my entire life. And I just want to say that me and basically everyone I know may age is so, so excited for this project. I posted about it on my Instagram and I got a ton of engagement on the post, so we're really, really thrilled. This is going to change a lot of peoples lives.

I've taken the 761 dozens of times and it's really unpleasant when there's a lot of traffic, so I'm really stoked personally for this line. I guess my input would be I'm concerned about the alternative route, the one that goes along the 405 versus the one that looks to go down Van Nuys Boulevard, what the effect on how much transit-oriented

development would be able to be built. I would be supportive of the line that would maximize the ability of multi-family housing to be built. I know that a lot of my friends don't think that they can live in Los Angeles as adults because it's not affordable for us.

And I also wanted to say that I don't really understand the concern with an elevated train on Sepulveda. Sepulveda is not a particularly pretty street. It's sun beaten all the time, and I think it'd actually be quite nice to have something in the median of Sepulveda providing shade for people on the street. And I think that the point about it being self-advertising is really interesting as well. And it would also be cheaper than tunneling underground through the Valley. Yeah, that's it. Thank you.

MS. LITVAK: Thank you, Alexander.

Stevie, I know you'll bring Gilad on whenever we get that worked out. So let us know whether Gilad is next or who else.

MS. ESPINOZA: Okay. Until we get Gilad on, Gilad, please go ahead and just call the help line and we will able to take your comment. But for now, we have David F., Mary M., and then Jennifer P.

So David, go ahead when you're ready.

MR. FENN: Hi, everyone. My name is David Fenn. I'm a resident of Los Angeles. I wanted to sign on and say

that Metro should not be in the business of building parking lots for new line. Riders can arrive at stations on buses, bikes, or on foot, or use services like Metrolink or Uber. The project budget should not be squandered reinvesting in stakes in that last century of auto-oriented mobility.

I'd like also ask -- I'd like to ask you to dismiss alternative 1 to 3, the monorail options, from consideration. Introducing an additional mode is unnecessary and may increase maintenance costs and various costs ebbing from economies of scale in future vehicle orders.

There is no monorail system involved in revenue service at this level of capacity that would be needed for this line. Any option without a main line station directly at the UCLA campus would also be a huge missed opportunity. The same might be said for a Ventura Boulevard stop given where all the destinations are.

Given all that, automated heavy rail as in alternatives 4 and 5 seems ideal for this corridor. With that said, the route for alternative 6 seems like a good option as well, but it's unclear why drivers would be needed for a fully underground route as seen in alternative 6. Automation would likely mean higher frequency and lower maintenance costs, so perhaps alternative 6 should be studied in an automated configuration.

If an option with a substandard bus connection to

UCLA is advanced it would be irresponsible to put that forward without recommending dedicated bus lanes for that bus connection. And finally, a terminus west of the 405 seems practical to reduce the 405 barrier, but the point other callers made about additional travel time savings at Sepulveda terminus makes sense to me.

Thank you for your time and I'm excited to see this project come to fruition.

MS. LITVAK: Thanks, David. Who's next?

MS. ESPINOZA: Next three callers are Mary M., Jennifer P., and then Matthew S.

So Mary, when you're ready.

MS. MORRISSEY: Hi, Mary Morrissey here. I'm a private citizen. I'm a card-carrying TAP card hold member. My experience is having been a world traveler, fortunately for myself, I use Metros all -- globally, including Russia, Bangkok, New York, Boston. So I have practical experience. I would eliminate 1, 2, 3. I'm interested in 5 and 6, mostly 6. As a rider, I want underground. I like subway, not monorail. You have to think of all of these stops. You have to think of rain. If anybody wants to have practical experience in deciding which one, try to use public transportation when it's raining and you're trying to look beautiful somewhere.

Previously, I've lived in North Hollywood, Studio City over 40 years. I currently work out of LAX. And I was

forced, forced to move to Long Beach because it took too long to get from the Valley to LAX. So I would like to, hopefully, have you guys want to extend this to LAX for people like me, so that all of us workers get off the 405 freeway. And if you use a schedule like New York City and you're only closed for five hours, and then you're operating constantly and continuously, you're going to get people like me going to L.A. off the 405, and that's going to take away a large portion of your traffic.

Also having lived in the Valley, I was always wanting better transportation going down Ventura Boulevard from the Red Line. I'm hoping that at some point you connect the Red Line over to this line. I felt that there was no connection from the Valley to get to anywhere on the Westside where I wanted to be. You have to go down south.

Once again, I have used every single line if our Los Angeles map, so I'm experienced about it. I'd love to talk to anybody that wants to talk and I'm running out of time so thank you.

MS. LITVAK: Mary, thank you so much. I just want to say, first of all, we're so gratified how many of you are hanging out with us for the duration of the meeting. We've got some speakers left. We're going to go a little bit over 8:00, not too much. Out of courtesy to those speakers, I invite you all to hang in there with us and do them the

courtesy of listening to all of them as they've listened to all of you.

And with that, Stevie, where are we going?

MS. ESPINOZA: We have Jennifer P., Matthew S., and Keith P. So Jennifer --

MS. LITVAK: And Gilad, please call that number. We want to hear from you if we can.

Jennifer, go ahead.

MS. POULAKIDAS: Hi there. Thank you. I'm Jennifer Poulakidas, Associate Vice Chair for Government and Community Relations at UCLA. UCLA strongly supports smart construction of the Sepulveda Transit Corridor to better connect the Westside and the San Fernando Valley, as well as other vital Los Angeles location. The completion of this project will include quality of life throughout the L.A. region.

Proper construction of the Sepulveda Transit Corridor will provide much needed and improved transit options for Angelenos. The people of Los Angeles deserve ready access to Los Angeles' premiere public research university and health center, and for that reason UCLA is advocating strongly for an on-campus station along this Metro line, and for the lines that connect directly with the Purple Line in Westwood. This is fundamentally an issue of access an equity. UCLA should be readily accessible to all Angelenos including those coming

from the north and south, as well as those coming from the east and further west. While all the proposals would somehow connect to UCLA, not all of the alternatives include an on-campus station.

A shuttle or people mover from Westwood to UCLA would be a completely inadequate option and would not be sufficiently attractive for commuting students, employees, patients, and those who come to visit the library, museums, theaters, sports venues, and other cultural attractions at UCLA.

Likewise, not all options included direct connections to the Purple Line, thereby obstructing those who would need or want use the Metro rail to access UCLA from the east. The Sepulveda Transit Corridor must be acceptable for all Angelenos and provide stops where people want to go. Metro's own projections indicate that a UCLA station is busiest non-transfer stop in the entire Metro rail system.

As Metro considers these various alternatives, please analyze the time it will take to travel to UCLA from various locations and the estimated ridership projections for each alternative. Los Angeles deserves a smart, public transit corridor door with --

MS. LITVAK: Jennifer --

MS. POULAKIDAS: -- stops at UCLA. Thank you.

MS. LITVAK: Jennifer. Thank you so much. Okay.

By the way, I just wanted to point out to everyone that we posted in the comments -- in the chat all the ways to provide comments, aside from the speaking tonight.

Stevie, who is next?

MS. ESPINOZA: I do believe we have Gilad on the call. I think they went ahead and dialed in, so I'm going go ahead and just let them unmute.

MS. LITVAK: Gilad, go ahead and press *6 and let us know you're here.

MR. EVANS: Hello, can you hear me?

MS. LITVAK: Yes, I can.

MR. EVANS: Hello. Thank you so much for being patient and the letting me log on. I just wanted to call in and say that I'm -- my name Gilad Evans. I'm a fan of public transit, and I have to say that I do not support every monorail suggestion. For those who have lived anywhere, BYD has given thousands of dollars to Mayor Eric Garcetti and Metro board member Ara Najarian. And if you build that monorail line, you're throwing billions of dollars down the drain. The heavy rail, it is classical, it is tried, and it is true. And the only way to establish an efficient transit line is to build a heavy rail line that will connect E, D, and G Lines. If you're building a monorail, you're building it on the freeway with low ridership and reduced stations. Heavy rail -- you had people speak of the New York subway system, if

you do, please do not do use any monorail system.

UCLA is not our best shuttle, does not want a people mover. We want an efficient subway system that can get them to and from downtown Los Angeles. If you have any concern of the lives of the UCLA students, then you should build the rail -- any of the three alternative for heavy rail. Personally, I prefer either 5 or 6. But honestly, as long as it gets done, heavy rail is the best choice.

So I repeat, do not under any circumstances support monorail. The only way monorail will honestly win will be through the sake of corruption. So please, support Vestal, support heavy rail, support common sense. I yield the rest of my time. Thank you.

MS. LITVAK: Thank you, Gilad. I'm glad we were able to get you on.

Hang in there with us, folks. We've just got a few more. We'll go a little past 8:00, but not too much.

Who do we have next?

MS. ESPINOZA: Our next three, and these are the last three hands that I see, actually, are Matthew S., Wendy-Sue R., and Keith M.

So Matthew, go ahead when you're ready.

MR. SWANSON: Hi, can you hear me?

MS. ESPINOZA: Yes, we can.

MR. SWANSON: Hi. Thank you very much. My name's

Matthew Swanson. I'm a graduate student at UCLA. I've lived in the Palms, Mar Vista area for several years now. And I don't have too much to add on that hasn't been said already. Full supporter of the heavy rail options. Frankly, I find it quite disconcerting that the monorail is even still being considered at this stage of the project. This would effectively make Metro have three kinds of rolling stock; light rail, heavy rail, and monorail. If monorail trains malfunction or break down, where are you going to bring any replacement trains from?

The stations in the middle of the freeway or very concerning, and I hope Metro would have learned the lesson from the C Line, I believe it is, the former Green Line station is in the middle of 105 freeway. It's a terrible environment and nobody really wants to go to those. And heavy rail is the only option that is fit for the capacity and reliability needed to bring the volumes of people traveling between the Valley and the Westside. And, of course, the UCLA station, as a UCLA student and others have mentioned before is an absolute must.

As far as specific alignments, I think alignment 5 and 6, I would kind of tend to gravitate towards, whichever will (audio disruption) people. And one -- maybe another thing I've thought of is alignment 6 -- alignment 5, excuse me, does kind of feel a little closely to the 405 in places,

so I do have a bigger concern that it might run into the same problems of the monorail stations. In the middle of freeways it's farther from where people actually need it be, so in that sense, I'd lean a little toward 6. With the possible -- with the possibility instead of going toward Expo Sepulveda and Mar Vista just to go through Palms and Culver City. Just because I think Palms compared to Mar Vista, which has more single-family homes, Palms has more apartments, more multi-family residents and will maybe serve more people. But between those -- any of the 4, 5, or 6, I can get on board with it. Just no monorail, please, is my last word. Thank you.

MS. LITVAK: Okay. And who do we have next Stevie?

MS. ESPINOZA: Okay. Our last hand that is up is Wendy-Sue R.

MS. LITVAK: There was somebody after Wendy-Sue, has that gone down?

MS. ESPINOZA: Yes, that person has lowered their hand. So right now, our final caller is Wendy-Sue R.

MS. LITVAK: All right.

MS. ESPINOZA: So Wendy-Sue, when you're ready.

MS. ROSEN: Last but not least, I'm Wendy-Sue Rosen, and I want to just ask, you know, that we make sure and know that part of an EIR is to look at what an environmentally

superior project is and they're interested to know how that comes out.

And somebody mentioned earthquakes, and I just want to mention, you know, that we are in a climate emergency, and we are living, now, with 365 days a year of wildfire risk, and we are in a high fire hazard severity corridor. So I would be more concerned about seeing an analysis of, you know, how many wildfires have there been in that corridor? What is the likelihood in the future with the risk of wildfire that there would be outbreaks in that corridor? You know, what would happen when shutdowns occur? What would the procedure be compared to a tunnel? It seems to me that tunneling would be, you know, a lot safer in that case. I'd like to see that study.

I agree with my colleague from Brentwood Hills Homeowners Association about construction impacts and also construction impacts for fire. There are hundreds of thousands -- tens of thousands, I think, hundreds of thousands across the country of construction fires a year. Again, in our corridor, we're in high fire hazard severity form. So I'm very concerned about fire and I'd like to see that study as part of this.

I won't repeat what everybody said about the monorail being, you know, the least as a priority and for many reasons it's not adequate. And I would say that, you know, I

agree that end-to-end and automated sounds really like a good idea. I think also time -- we haven't really talked about the which one will give us the quickest, sort of, time, which I think is a huge incentive for getting people out of their cars. Thank you for allowing me to speak.

MS. LITVAK: Thank you so much.

And we actually do have one more speaker. I believe that's Keith M. Is that correct, Stevie?

MS. ESPINOZA: Yes. They raised their hand at 7:59. So Keith you are --

MS. LITVAK: They are our --

MS. ESPINOZA: -- the final caller.

MS. LITVAK: You'll be our last speaker. Hang in there with us everyone.

MS. ESPINOZA: Keith, just remember to unmute yourself.

MR. MARTIN: All right. Can you hear me?

MS. ESPINOZA: Yes, we can.

MR. MARTIN: All right. I'm a member of the Metro Community Advisory Committee. I have been for about seven years. I was appointed by Mayor Garcetti. It's really helpful to hear all the callers. I'm glad I'm last.

Metro previously provided a similar presentation about the Sepulveda Corridor to the CAC, and in their presentation, it showed that heavy rail was going to go from

Van Nuys to LAX. So I'm concerned that tonight's presentation is missing that. The public transportation users in Sawtelle and Palms and Mar Vista And Culver City and Westchester are left out of these 4, 5, and 6, after all of the presentation are left out.

So my two questions are one, can Metro please revise alternatives 4, 5, and 6 to include stops at Venice Boulevard, Culver, Howard Hughes, Manchester, and then go to the LAX people mover. And can Metro also please revise the cost of extending rail to LAX, and show the methods of how the rails raise their funds.

Many thanks for your time. I appreciate all your time tonight.

MS. LITVAK: Okay. Thank you so much. Thanks for hang in there with us everyone.

Stevie, can you just go back to the last slide very quickly? There we go.

Everyone, first of all, on behalf of everybody on the Metro team, Metro staff, from all of our various departments, and our various consultants who are all part of the Metro team for this, we want to thank you for being with us tonight. Hanging in there with us. Listening to each other. Everybody really following our code of conduct and being respectful. This is how to get your comments into us.

Again, we are accepting comments through February

11th. We have another meeting coming up, just like this one, on Saturday the 22nd. Is that correct? Yes, Saturday the 22nd. I believe that's at 10:00 in the morning. And we will be sending out all the links from tonight's meeting to you tomorrow. And a few days after, that maybe by the end of this week or early next week, we'll send out the recording of today's says meeting. The earlier meeting is already available.

Please hang in there with us throughout this project. These projects take a really long time but it's important we do these studies to get them as best as we can.

And with that, everybody have a really lovely, wonderful rest of the evening and rest of the week. Thank you so much.

(Meeting concluded.)

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REPORTER'S CERTIFICATE

I, Laura Longarini, Certified Court Reporter in the State of California, do hereby certify that the foregoing transcript is a true and accurate record of the Zoom proceedings held in the matter of the above-entitled cause.

Dated this 1st day of February 2022.

Laura Longarini

Laura Longarini
Certified Court Reporter

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COURT REPORTING
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BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

SEPULVEDA TRANSIT CORRIDOR PROJECT WEBINAR

AUDIO TRANSCRIPT

January 22, 2022

Case No:

CERTIFIED COPY

Sepulveda Transit Corridor Project

January 22, 2022

Transcribed by:

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Sepulveda Transit Corridor Project

January 22, 2022

MR. MARQUEZ: Hello.

Good morning, everyone. Thank you for joining us.

We're going to get started in about four minutes or so. We're going to allow people a little bit of time to enter the Zoom webinar room, but thank you all for joining us on this Saturday morning.

We'll get started shortly. Thank you.

Once again, good morning everyone.

We're still waiting for everyone to trickle into the Zoom webinar room. Right now it looks like we have just short of 60 people in the room at this moment.

We're going to get started in approximately two minutes with today's presentation.

Before we get started, if there is anybody that is affiliated with an elected office, neighborhood council, homeowners association, or another group, and you would like to introduce yourself, you can use the Q&A function, and we'll be making an announcement with the introductions later on in the presentation.

We'll get started shortly.

All right. With that, the time is now 10:03, and we're going to go ahead and get started with today's

presentation.

Good morning, everyone. My name is Matthew Marquez, Community Relations Officer with LA Metro, and thank you for joining us this morning for today's public scoping meeting for the Metro Sepulveda Transit Corridor Project.

You're joining us just at the beginning of the environmental process, a very key milestone that will help us determine the environmental impacts of this project.

So we thank you for joining us at this early stage of the project, as well as joining us on a Saturday morning, and we always appreciate everyone's time taken to join us during these meetings and provide your valuable feedback.

So thank you all for joining us.

Next slide.

As we start today's meeting, we have a couple of housekeeping items and general announcements that we like to make before we get started with today's formal presentation and rest assured, there will be plenty of opportunity to provide oral comments during today's meeting, if you would like to provide official comments on the presentation that you see today, and we'll go over more details about public comments later on.

But first, we want to let everyone know that Spanish interpretation is available for today's meeting. We have an interpreter that is available.

So if you do wish to listen to today's meeting in Spanish using Spanish audio, click on the interpretation icon on your menu, and you can pick the language that you'd like to listen to, in which case, it would be Spanish.

We've also posted the Spanish-translated presentation in the chat as well too.

Elisabeth, if we can repost that, that would be great for those that may have entered a little bit later, but we do have the presentation available in Spanish as well too.

I'm now going to introduce Ben who will make the same announcement in Spanish.

Ben.

(Spanish translation.)

Thank you so much, Ben.

Next slide -- oh, next slide. We have a couple of additional housekeeping items for today's webinar.

We do want to let you know that today's meeting is being recorded, however, your cameras are not on, we're not seeing your cameras for today's meeting, and your microphones are currently muted, however, during the public comment section, there will be an opportunity to unmute yourself and provide oral public comment.

Oral public comments will follow today's formal presentation, and we'll be using the raise hand icon to indicate whether or not you want to provide an oral comment,

but we will be providing further instructions on how to do so following today's formal presentation.

If at any point during today's meeting you need technical support, we have staff on hand to provide support to you and troubleshoot any issues you may be having.

If you need technical support, you can call or text the number on your screen, area code, (213) 600-9039.

Once again, for anybody that is joining us from a neighborhood council, elected official's office, homeowner association, or other group representing those groups, we do ask if want you to introduce yourself using the Q&A function, we'll be doing some introductions later on in today's presentation.

Next slide.

We also do have a code of conduct for today's meeting, as Metro wants to ensure and is committed to making sure that all participants can fairly and clearly share your ideas, comments, and concerns about the Sepulveda Transit Corridor project.

We're asking for your help to ensure that we provide a safe and equitable process during today's meeting.

So a couple of reminders as we get started, one, we ask that you respect the format of today's meeting and allow everyone the opportunity to comment.

We ask that if you provide oral public comments that

you turn off any cell phones or background noise while you're speaking. We'll also make sure to do the same thing on our side.

Additionally, we ask that you treat fellow community members, agency representatives, Metro staff, and others with respect.

Additionally, when you are addressing any public comments to Metro, please address them to Metro staff and/or consultants. Please do not direct them to any other attendees in today's audience.

We also ask that you maintain a consideration tone as you're providing any comments today.

Thank you in advance for your support on this.

Next slide.

We also do have a general Metro announcement. You may have heard it in the news, but Metro, two weeks ago on January 10th, resumed fare collection and front door boarding on all of our busses in the system.

With that, we are also offering discounted bus fare through various programs. So first things first, we are offering, through our LIFE Program, we want to make sure that we are encouraging all eligible riders to take advantage of our LIFE Program discounts, which are currently at 50 percent off.

Applying for the LIFE Program has been made easier

through our online English and Spanish applications, which are available on our Metro website at metro.net/riding/life/.

Additionally, for those newly registered to the program, you'll be receiving 90 free days of rides that are effective once your application has been approved.

So exciting new discounts with that program.

Additionally, for those that pay for regular fares, Metro bus fare passes are also discounted at half price through July 2022.

That includes daily, weekly, and monthly passes. So a lot of savings as we return to fares on our bus system.

Next slide.

So going over today's agenda, we're going to go over some welcome and introductions.

Once again, if you're representing an elected official's office, homeowners association, neighborhood council, or other group, please feel free to introduce yourself in the Q&A function.

We'll be doing those shortly. In addition to that, we're going to be introducing our project team as well too. Following that, we'll go over our project video and today's formal spoken presentation.

And then at around 11:00, we'll be starting today's public comment session where you'll have an opportunity to provide comments on what you've seen today and those will be

put into our scoping record, our formal scoping record.

And then we'll wrap up today's meeting just before 12:00. Today's end time, we're hoping to end around noon today, however, we will be trying to accommodate as many comments as possible based on the allotted amount of time.

However, there are multiple ways to provide comments in this project and we'll show you the ways in which how to do that, and our public comment period is open through February 11, 2022.

So there's still plenty of time to provide comments on this project as we move forward.

Next slide.

Next, I would like to introduce today's speakers for today's presentation. First we have David Mieger, Executive Officer with Countywide Planning and Development.

Next we have Peter Carter, Senior Director and Project Manager for the environmental review process with Countywide Planning and Development.

Next we have Jackie Su, Senior Transportation Planner with Countywide Planning and Development.

Next we have Kavita Mehta, Deputy Executive Officer and Project Manager of our predevelopment agreements with Program Management.

And then we have our community relations team, which is currently led by Jody Litvak, Senior Director with

Countywide Planning and Development, and myself, Matthew Marquez, with Community Relations, Community Relations Officer.

Next slide.

As we like to start all of our meetings for the Sepulveda Transit Corridor Project, we want to understand a couple of questions, you know, where you're coming from today and also if you've joined us before.

So we have a Zoom poll that we're going to be launching momentarily. It should have just appeared on your screen right now.

We have two questions for you: One, we want to know where do you live and where you're joining us from today.

Are you joining us, maybe, from the Valley, the Westside, maybe from Downtown LA, or Central LA, maybe South LA, or the Gateway Cities area, maybe from the other Valley, the San Gabriel Valley, or maybe you're interested in the project from the South Bay Cities area, or North County, or outside of LA County.

So we appreciate your responses there, and then we also have a second question.

We want to know if you've participated in this project previously. Have you, maybe, attended a meeting in the past, or have you submitted, maybe, a comment or looked at our project website or different materials in the past

about this project, or is this your first time, potentially, attending a meeting for the Sepulveda Transit Corridor Project.

So we're interested to know, you know, who is joining us for the first time and who is coming back to learn more.

We'll give everybody a couple of minutes to put in their responses, and, Stevie, once we're at about the 80 percent level, if you can go ahead and let me know, we'll go ahead and close the poll at that point.

All right. We'll give everybody about 30 more seconds to put in their responses, and then we'll close the poll.

Okay. Stevie, let's go ahead and see the results of our poll and share that with the audience.

All right. Well, thank you everybody for replying.

It looks like, as usual with our meetings, we're seeing a lot of San Fernando Valley and Westside representation for today's meeting, so we thank you all for joining us. This is definitely an important project for both communities, and we thank you all for joining us today.

Looks like we also have a few representatives from the Downtown LA and Central LA area. Also some folks from the San Gabriel Valley, so thank you for joining us.

Also some folks from South LA, South Bay. We have

one person from North County joining us today, and we have about nine people joining us from outside of LA County. So great to know that we are getting folks from different areas.

Then it looks like on our second question here, it looks like about half -- a little over half of you have joined us in a meeting previously.

So thank you for joining us again and learning more about today's project -- or this project rather, and it looks like about 32 of you are joining us for the first time.

So thank you so much for taking the time out of your busy schedules on a Saturday, in particular, to join us today.

We appreciate you joining us and learning more and hopefully providing us very insightful comments as we develop our draft environmental impact report, which we'll provide more details on later.

We hope to continue to engage you as this project develops. Thank you so much, and next slide.

Now we're going to kick off with a short six-minute video that will kind of bring everybody up to speed on the project and where we've been and where we're headed.

Let's go ahead and start the video.

(Video played.)

Excellent. Our project video is available on our Metro YouTube. You can view it both in English and Spanish,

and I'm sure we'll also be posting the links to those in the chat shortly.

I want to also recognize that we have approximately 98 folks in the webinar room. Once again, we thank you all for joining us today.

With that, I'm now going to turn it over to Jody Litvak, Countywide Planning and Development for the next portion of today's presentation.

Jody.

MS. LITVAK: Good morning.

Thank you, everybody, for being here.

We can move on to the next slide.

My name is Jody Litvak, and thank you for taking time out of your Saturday morning to be with us. Before I move on, I just want to mention a couple things.

One is we're posting a lot of information in the chat including links. Those links are live and you can click on them, but you can't really copy them.

I know that's frustrating, but we will be sending out an e-mail after the meeting, I'm assuming Monday, and all of that information with the links will be there.

In addition, I want to take a moment to welcome the people joining us today from elected officials offices, neighborhood councils, and other organizations, specifically Jay Greenstein from Councilmemeber Koretz.

From neighborhood councils we've got Jeffrey Hartsough from Sherman Oaks Neighborhood Council. Evan Farrar from the North Westwood Neighborhood Council. Lee Blumenfeld from Encino Neighborhood Council.

Glen Makiri from the Van Nuys Neighborhood Council. Steven Sann from the Westwood Neighborhood Council. Liana Engie from the Mid City Neighborhood Council.

We also have Jerry Hornof from the Westdale Homeowners Association. Bart Reed from the Transit Coalition is joining us.

Marco Perez from UCLA Government Community Relations is here, along with Jennifer Poulakidas from UCLA Government Relations, and Natalie Schleifstein from Independent Living Center of Southern California.

If you are here from a community organization, a neighborhood council, or an elected official and we didn't mention you, please put that in the Q&A, and we will add that information in.

So continuing on, we are here today because Metro has a plan to make it easier to get around Los Angeles and that includes creating better transit.

This project specifically works to provide a competitive transit option to connect the Valley and the Westside with those challenging Santa Monica Mountains in between.

Next slide, please.

Everything we do at Metro weaves together these four issues for areas of focus: better transit, less conjunction, complete streets, and access to opportunity.

We are also very much, with intention, focused on eliminating racial and socioeconomic disparities and advancing environmental and sustainable practices in everything that we do.

So you are going to hear us hit on all of these things as we talk about this project. They underpin everything we do, and with that, I would like to turn it over to David Mieger, our senior executive officer in Countywide Planning, and I'll be back later on.

MR. MIEGER: Okay. Thank you, Jody.

We can go to the next slide here.

I wanted to give a little bit of background to everybody about how important the Sepulveda corridor is to our network. All the lines you see here on this map didn't exist 20 years ago.

We've been building this network out starting in Downtown Los Angeles and working our way out to the entire county, and based on the sales tax measured in 2016, we are now capable of building this extended segment of the project, you know, to connect these lines together.

I would want to point out, the red line you see on

the right, which is now our Metro B Line, was completed in 2000 under the Cahuenga Pass and connecting Downtown Hollywood, Universal City, and North Hollywood.

Within a few months of opening that line, the ridership doubled, increased by about 60,000 per day on that line, which were people that previously were either driving through the Cahuenga Pass or taking the limited transit opportunities that existed at that time through the Cahuenga Pass.

So it did show to us and demonstrate to us that travel through the Pass -- or through the mountains, the Santa Monica mountains is a major transit gold mine at capturing riders who are anxious to ride the system.

The line in the Sepulveda Pass is slightly longer, but it's one of the most congested routes we have in the entire county.

So it's a major goal of Metro's to try to relieve congestion by giving people opportunities other than the car to drive through the Sepulveda pass.

As we built on the original red line through the Cahuenga Pass, the orange line that you see, which is, you know, which is now the G Line, was a BRT, bus rapid transit, project from North Hollywood, you know, through Van Nuys out as far as Canoga Park and Chatsworth in the West Valley.

That's been one of the most successful bus rapid

transit lines in the country and sort of a model for many other cities and agencies around the country to show how to do advanced bus lines.

We are converting that line to electric buses to make them quieter and more efficient, and that's going on with other improvements on the orange line.

We also -- the dashed line in the Valley you see there on Van Nuys Boulevard is a hightail project that is currently getting ready to start construction after completing its environmental phase last year, which will provide access to the North Valley, Pacoima, Arleta, the northern sections, Panorama City, the Valley to bring people in from those communities into the area where the orange line and the Sepulveda line will be.

Then on the south, we mentioned before, the Expo Line, which was opened in two phases between 2012 and 2015 and provides access to Santa Monica through the Westside in towards North University Park, USC into the Staples Center Area and Central Downtown LA. Been a very successful line since it's opened.

Then the last line we want to mention, near and dear to many of you on the Westside, the Purple Line, which is our D Line now.

Under construction in three phases and making good progress to be open in time for the 2020 [sic]

Olympic Games where UCLA will be one of the venue sites for athletes who are attending the games.

Our goal is to get that open. We are actually about halfway complete with the first segment to La Cienega. We're about a little over 30 percent complete with the section from Beverly Hills to Century City.

Then the Century City to VA Hospital and Westwood is actually at the -- let me look at the latest number here -- 31 percent complete, that tunneling going on in that segment as well.

So we're on schedule, and it's moving fast to get that line open. So we'll have a connection for this in the next few years.

Next slide.

We also are not just only looking at one improvement in the Sepulveda Pass. You know, the speeds during the rush hour, even during COVID, have been very limited, even our bus routes that run through the Sepulveda Pass, over an hour to get through the Sepulveda Pass from the Valley to the Westside, to UCLA.

This needs to have other addresses. This project will help that tremendously, but we also have had success with improvements for the cars through the Sepulveda Pass by our other projects we've had.

We have ExpressLanes in other segments along the 10

freeway, the 110, soon on the 105. When we're looking at ExpressLanes, during congested periods, there's a prizing option where if you were in a carpool, you can ride in a lane that's operating at up to 45 miles per hour during that rush-hour period and with a carpool, you can ride, generally, for free.

If you're a single occupant vehicle, you can pay in that lane and the price is set based on the levels of conjunction in order to price it and keep the lanes and the traffic flowing at the 45-miles-an-hour speed. We are looking at that for the central lanes of the 405 through the Sepulveda Pass.

We're also looking at the 405 Comprehensive Multimodal Corridor Study, which looks at where the 405 starts way up in the North Valley where it branches off of the 5 all the way through this area, down through the South Bay towards the Orange County Line, and looking at just improvements to be made along the 405, ramp improvements, on and off ramps, auxiliary lanes, things to address the bottlenecks without necessarily widening the freeway but actually looking for improvements to the existing freeway that we have.

And then also Traffic Reduction Study, which isn't just this area but a little bit more systemwide, looking at areas where other type of pricing policies or management

policies can be put into place to help keep traffic moving.

So a lot of activities. I know that a lot of you are getting barraged by requests to come to public meetings. The ExpressLanes project has an environmental document going up the same time as this one.

So we appreciate your understanding and our efforts to look at a lot of different solutions to help the problems of conjunction in this area.

Next slide.

Just to recap what was in the video about the studies we've been doing: Measure M is sort of the genesis, was approved by the voters in the county by 71 percent to approve a sales tax to help pay for this and many other improvements throughout the county. That has allowed us to proceed.

Then in 2017 and 2019 after the Measure was approved, we conducted a feasibility study, which looked at a range of different options for transit service through the pass and narrowed it down to three that we felt were the highest performing and most likely to be successful based on those early studies.

They included heavy rail alternatives, which we see now, and also monorail. So those are the two highest-performing options that were identified through that study.

And based on that, we solicited the private sector to submit proposals for this, what we're calling, the predevelopment agreements, where we're asking the private sector to give us their best input, for these are firms and partners who have done these projects throughout the world and throughout the U.S.

We want to tap their expertise to tell us what's the cutting edge, the latest technologies that can solve this problem, and bring them to the table early before we get too far into the environmental studies, let them develop their designs at the same time that we're working with all the committee members to get the input into that, refine the designs, and come up with what we think is a good combination for a potential public-private partnership to deliver this line.

Then the initiation of environmental review is the part that we started November 30th. We're in it right now, and we're going to be concluding on February 11th, but this is our third public meeting that we've had on the project.

With that, I think we have one more slide, I'm moving on to the next slide from this.

I would want to mention too just that this project isn't included -- meant to stop at the Wilshire Boulevard or at Santa Monica or at the Expo Line.

There is a Phase 2 of the project. We're looking

ultimately to get this project further south, all the way down to LAX to connect to all the new improvements at LAX and provide a one-seat ride from the Valley to the airport.

So that is certainly a Phase 2 of this project that we're building this project out to preclude, and we'll be looking at opportunities to do that.

With that, I'd like to turn it over to Kavita Mehta, who is leading our effort with the PDA firms and the engineering design, and let her tell you a little bit more about that, that part of the project.

MS. MEHTA: Thank you, David.

Good morning, everyone. I am Kavita Mehta, Deputy Executive Officer with Metro Program Management and Project Manager for the Sepulveda Predevelopment Agreements.

So why are we doing a predevelopment agreement for this project?

We understand the need for this project in this highly congested corridor, what we also know is, given the topography and the build environment, the design and construction of this project is also going to be quite challenging.

So with this PDA approach, we are involving contractors who build projects during the early planning and design phases, so we can make sure right from the beginning that we are designing something that can ultimately be

constructed.

We also anticipate this PDA approach and early private sector involvement to bring about technical and final innovation.

The PDA approach allows us to think about cost effectiveness over the life of the project. So we're not just thinking about what is cost-effective to design and construct, but what is cost-effective to also operate and maintain in the long run.

Lastly, it should allow for scheduled acceleration.

Next slide.

These are the key milestones in the PDA process. It was back in July of 2019, Metro Board approved the PDA approach for this project. We conducted industry outreach, issued the RFP.

We went through the evaluation process and awarded two contracts to LA SkyRail Express for the proposed monorail technology and Sepulveda Transit Corridor Partners for the proposed heavy rail technology.

In August of last year, we issued the NTPs to both the PDA teams.

Next slide.

Metro program management oversees both the PDA teams. So my team and I, we manage both the PDA teams, we review the workproducts, and we also coordinate very closely

with my colleagues in planning to provide the necessary input for the environmental process.

This is a little bit different. Program management usually gets involved during advanced design and construction phases but here, since we are following the PDA approach, program management is involved during these early phases, again, to make sure that we are designing something that can ultimately be constructed.

We take a live cycle approach to the project, and we take advantage of the input and expertise the private sector partners can bring during this early phase of the project that can help us during the later phases.

So since coming on board in August of last year, the PDA teams have been working on refining the concepts that they submitted as part their proposal.

So those concepts have been refined into distinct alternatives, which you heard about in the video, and you're going to hear about the alternatives more later.

From here on too, the PDA process is going to continue to be responsive to the environmental process. So we will take the comments that are provided as a part of this scoping process, continue to refine the alternatives in response to the comments as feasible, and it is the refined alternatives, which are going to move forward for evaluation into the environmental document.

And with that, I will hand it over to Jackie.

MS. SU: Thanks, Kavita.

Next slide, please.

Hi, everyone. I am Jackie Su, Senior Transportation Planner With Metro Planning. As we think about project goals and objectives, let's talk about current transit service.

The Sepulveda Corridor provides an essential transportation link between the San Fernando Valley and the Westside. Over 400,000 people travel the corridor each weekday, but less than 2 percent do so by transit.

Congestion on roads and freeways effects transit service, as well as private vehicles, and the table on this slide provides some additional insight.

These transit lines, which operate between the Valley and the Westside have average speeds less than 20 miles per hour, and their on-time performance is in the 50 percent range.

So because of slow travel speeds and unreliable travel times, current transit service in the project corridor is not competitive with travel by car.

Next slide.

This leads us into a discussion of the purpose of the project. The purpose of the Sepulveda Transit Corridor Project is to provide a high quality transit service that effectively serves a large and growing travel market between

the San Fernando Valley and the Westside.

Next slide.

The project goals and objectives will help guide the environmental process and identify the merits and challenges of each alternative. These goals and objectives might look familiar to you because they are informed by the goals and objectives from the feasibility study.

Since that early planning study, we have updated these goals based on the work of the feasibility study and associated outreach, and we have also updated the goals to further emphasize equity and sustainability.

The project has six goals. The first of these goals is to improve mobility, which means increasing transit frequency, decreasing travel time between the Valley and the Westside, increasing transit ridership, prioritizing connections to local points of interest and destinations, promoting efficiency of transfer experience, and promoting non-automobile First-Last Mile connections, which means walking, riding, or rolling to and from a transit station.

The second goal is to improve accessibility and promote equity. This means improving access for equity-focused communities, which are communities in which a percentage of residents are low-income, people of color, and have no access to a vehicle.

This goal also emphasizes identifying and pursuing

investments that serve those with the greatest mobility needs.

The third goal is to provide a cost-effective solution and to minimize risk. Maximizing benefits to the public relative to cost and maximizing potential eligibility for State and federal funding opportunities.

Next slide.

The fourth goal is to support community and economic development, which means increasing opportunity for economic growth around stations, minimizing physical barriers to communities, and prioritizing station placement and design that is consistent with community context, essentially, being a good neighbor.

The fifth goal is to protect environmental resources and support a sustainable transportation system, including reducing vehicle miles traveled, greenhouse gas omissions, and other air pollutants in addition to addressing potential impacts to environmental resources.

The sixth goal is to enhancing resiliency, improving the resiliency of the Metro system to natural disasters and climate change.

With that, I'm going to pass it over to Peter to discuss project alternatives.

MR. CARTER: Thank you, Jackie. Let me just start by thanking people for joining us at today's meeting. We

really appreciate your engagement with the project.

So the Sepulveda Transit Corridor Project would construct and operate a dedicated piece of transportation infrastructure across the Santa Monica Mountains through the Sepulveda Pass.

All the alternatives would have a northern terminus, which is to say an end of the line, in the north at the Van Nuys Metrolink Amtrack Station, and they would end in the south with a southern terminus at the Metro E Line, formally known as the Expo Line.

We'll talk a little bit more about what happens in between those two end points in the next few slides.

We're looking at three different transit technologies across the six alternatives that are being considered, and all of these transit technologies have sufficient capacity to meet the ridership demands of the project.

We're looking at an automated monorail, an automated heavy rail, and the driver-operated heavy rail train.

Next slide, please.

So the next six slides are looking specifically at our six alternatives, and Alternative 1 is the first of three monorail alternatives.

All of the monorail alternatives operate in an aerial alignment, which is to say that they are elevated up

in the air on columns, and they are within the 405 corridor door.

What's different about Alternative 1 is the use of a bus connection to access the UCLA area. So the monorail alignment's length for Alternative 1 is 15.3 miles long, and starting from the south, the stations on Alternative 1 include the Metro E Line, Santa Monica Boulevard, Metro D Line, Getty Center, 101, the Metro G Line, Sherman Way, and the Van Nuys Metrolink Station.

The bus connection that I mentioned happens at the Metro D Line at the Westwood VA station. We also have identified potential maintenance and storage facility sites to accompany the alternatives, and for Alternative 1 the monorail maintenance and storage facility site, which is a place where these vehicles are being kept in good repair and stored when not in use.

That site would be up at the Metro G Line, Sepulveda station parking lot and a separate maintenance and storage facility site for the electric bus associated with this alternative would be colocated with the UCLA BruinBus facility on the Westside.

Next slide, please.

Alternative 2 is our second monorail alternative, and the differentiating feature of Alternative 2 is the use of an automated people mover to access the UCLA area.

The monorail alignment length is 15.8 miles long. It's a little bit longer, and you can see on the inset map there that the alignment comes out of the 405 corridor to about Veteran Avenue and Wilshire Boulevard, which is where it makes that connection to the automated people mover. The automated people mover then moves in an aerial configurations to access the UCLA campus.

The stations for Alternative 2 are the same as for Alternative 1, and the maintenance and storage facility site for the monorail is in the same location as Alternative 1. The MSF site for the automated people mover is located above the UCLA BruinBus facility.

Alternative 3 is our third monorail alternative, and what's different about Alternative 3 is the use of an underground alignment to access the UCLA campus.

You can see that the monorail alignment length is a little bit longer, 16.2 miles, and there's one additional station and that's a station at the UCLA campus.

The underground portion of this alternative is denoted by that thicker line type, and you can see that it starts from just south of the Getty Center to just north of Wilshire Boulevard.

The maintenance and storage facility site for this alternative is in the same location as for Alternatives 1 and 2.

Next slide, please.

Alternative 4 is the first of three heavy rail alternatives that we're looking at, and what's different about Alternative 4 is the use of a rail alignment along Sepulveda Boulevard in the Valley.

There are four underground stations starting from the south, and they include the Metro E Line, Santa Monica Boulevard, the Metro D Line, and the station at the UCLA campus.

Then on the other side of the Santa Monica Mountains there are four aerial stations, Ventura Boulevard, the Metro G Line, Sherman Way, and the Van Nuys Metrolink Station.

The maintenance and storage facility site for Alternative 4 is located south of the Metrolink tracks and just to the west of Woodman Avenue.

Next slide, please.

Alternative 5 is the second heavy rail alternative, and the differentiating feature of Alternative 5 is the use of an underground alignment along Sepulveda Boulevard in the Valley.

The stations are the same, the exception is that they are all underground except for Van Nuys, the Van Nuys Metrolink Station.

The maintenance and storage facility site for

Alternative 5 is in the same location as for Alternative 4.

Finally, Alternative 6 has the differentiating features of an underground alignment along Van Nuys Boulevard in the Valley and a southern terminus connection in the south to the Metro E Line at Bundy.

The seven stations for Alternative 6 include the Metro E Line, Santa Monica Boulevard, the Metro D Line, UCLA, Ventura Boulevard, the Metro G Line, and the Van Nuys Metrolink Station.

The maintenance and storage facility site for Alternative 6 is located north of the Metrolink tracks just to the east of Van Nuys Boulevard.

Next slide, please.

We're also looking at a No-Project Alternative. This is an alternative that considers all existing transportation infrastructure, as well as future transit and highway projects that are scheduled to be operational by 2045 with the expectation of this project that's being studied.

Next slide, please.

So now as we continue forward, we'll take a look a little bit more about the environmental process. As we can see by the yellow marker, we've just gotten started with environmental review as our scoping period has commenced.

So it's still very early in our process. Even that environmental review, when it's finished, will be followed by

further engineering, design, and construction before the line becomes operational.

Next slide, please.

So we call what we're in now the scoping period, and when we say that, what we're talking about is determining the scope of the draft environmental impact report, which is the first environmental document that we'll be preparing to talk about the project with the public.

There will be a lot of information in there.

The summary level, there will be various types of evaluations, including costs. We'll be looking at construction costs, right-of-way costs, annual operating costs.

We'll also be looking at benefits of the project. Things like overall ridership, reductions in automobile miles traveled, and increased mobility for equity-focused communities.

We'll also be looking at what we call environmental impacts or the effects of the project on the surrounding environment.

So it will include things like looking at property acquisitions that might be necessary for the different alternatives.

At a more detailed level, we'll be looking at things like conceptual engineering plans for each of the

alternatives, and those plans would include track alignments, typical cross sections, station layouts, right-of-way impacts.

We'll also be having environmental technical reports, which will analyze each of the alternatives and we'll get into a little bit more about that on the next slide.

So the draft environmental impact report will be studying the potential effects of construction and operation of the alternatives and evaluate measures to avoid, minimize, and mitigate those potential environmental impacts.

In terms of the types of things we'll be looking at, we can see some examples of the potential impacts to be studied in the slide here, and it gives you a sense of a depth and breadth of topic areas that are being considered.

Next slide, please.

So public participation is an intrical part of our environmental process, and from now through the end of our scoping period on February 11th, I would encourage all of you to take a closer look at the alternatives, the maps, the project objectives, all of the materials that we've provided and give us your feedback.

Let us know what you think about the different elements in the alternatives that are being considered and how they might be improved or changed.

Let us know what questions you would like to see answered in that environmental document that we'll be preparing, in the draft environmental impact report.

With that, I will hand things back to Jody.

MS. LITVAK: Hi, everyone.

Just go back to the last slide for a moment, if you could. I want to stress that very last point, the questions that should be answered as a part of the study.

I'm going to say for the first time today and probably not the last, that I understand that this phase of the planning process can be very frustrating for those of you who are joining us because you have a lot of questions about the alternative and the project.

We are, as we saw in an earlier slide, at the very earliest stage of the planning, even though we've done some technical work to get us to this point.

The purpose of the study is to answer those questions. We are going to be doing a lot of analysis.

So ask those questions, get them on the record, tell us what information you want this study to provide you, and you will be frustrated because we don't have those answers right now.

So hang in there with us, and as the study moves forward, we will get more information and we will be sharing that with you.

But I just want to make sure everybody understands that we don't have these answers now, we will provide them during the course of the study, and let you know that I understand and appreciate your frustration with that.

And now we can go on to the next slide.

While that's coming up, we've had a few more representatives of elected officials and key organizations join us that I want to note as well.

We have Lilia Monterrosa from Congressman Tony Cardenas's office. Doug Mensman representing Los Angeles Mayor Eric Garcetti. Mehmet Berker from Councilmemeber Nithya Raman's office.

We also have Kimberly Christensen from the Westside Neighborhood Council and Miran Kalaydjian from the Woodland Hills Neighborhood Council.

Okay. So thank you so much for showing up. One of these ways you see here is how you heard about all of this. When we began scoping, we issued a notice of preparation, that's the formal way you do that.

We shared that with public agencies and in legal ads and online with Metro's blogs. We had a targeted Spanish media and social media campaign. We have our project website, our phone line, our e-mail.

We have an interactive story map. We have frequently asked questions that we're always looking to tweak

and update. We have the project video that you saw earlier.

We have an e-mail database of more than 15,000, and we've put bus car cards on Metro vehicles and in many of our partner vehicles.

Let go on to the next slide.

Okay. So these are all the ways to provide comments. Again, if you don't have this all now, we will be e-mailing it out to you, but, again, there's comments today.

You can send us regular mail by snail mail, you can e-mail us or phone us at the information provided here and you can go to our online forum and send it in that way.

Let's go on to the next slide, please.

Okay. Keep going.

So, again, the key topics we want to hear from you about: What do you think about our purpose and objectives and goals for the project, the alternatives that are being considered, and the issues for environmental analysis?

Again, what are the questions you want this study to answer? And, again, I know you're frustrated because you're going to ask those questions and we can't provide all those answers now. We don't have them.

You will have two minutes to speak. We will be listening to your questions -- to your comments and your questions and not answering them at this point.

The more specific you can be, the better. We want

to hear from you anyway.

By the way, a comment about the two minutes. If you need Spanish interpretation, that will be doubled to four.

Please use the raise hand feature, if you want to speak. I'm sorry, let's go on to the next slide.

There we go. By the way, if you're joining us by phone -- well, hold on. Before I say that, I know some people have already put their name in the hat as to where to speak.

So the way this is going to happen is you're going to hear me ask a lovely person named Stevie to help us out. She will indicate the names of the next three people to speak.

So the first person, the second person, the third person. Then when that first person speaks, she'll repeat it again, No. 2 will move up to No. 1 and so on.

Stevie, who are the first three we have ready to go?

MS. ESPINOZA: The first three callers are Carol M., Steven S., and Toby L.

MS. LITVAK: Okay. You three please wait.

Let me just go through this.

Again, if you want to speak, use the raise hand function. We will call on you in the order received just in the method that Stevie demonstrated.

Go ahead and unmute your microphone when you're

called on, start by telling your name for the record, and if you're with an organization do that as well. You might want to spell that for us.

Those of you who are joining us by phone, you can press star nine to raise your hand, and then when we call on you, press star six to unmute yourself.

Again, the links in the chat are live and we will be sending that information out to you later on.

So with that, who are -- give us our first three people again, and then that first person can go ahead and speak.

MS. ESPINOZA: Okay. Again, our first three callers: Carol M., Steven S., and, I believe, Toby dropped, so now we have Edwin S. who is third.

So, Carol, go ahead and unmute yourself when you're ready.

MS. LITVAK: Okay. And we're going to give people one chance to speak this time so we have more people -- so that everyone gets a chance.

Carol, please unmute yourself, and go ahead.

Carol, are you there?

MS. MAGNUSON: I am here, and I hope that I have unmuted myself.

MS. LITVAK: There we go. We can hear you now, Carol.

MS. MAGNUSON: All right. I am a resident of the Westwood area and (unstable audio). So as such, I am very concerned about the environmental impacts of construction through this area, and I'm pretty informed by it -- about it.

Looking at the options, I feel that Option 6 is the best option in all regards for the community.

It's vital that -- if this link is to really mean anything to the transportation structure in Los Angeles, it needs to have a direct connection with the UCLA campus, which is a major attractor of traffic on the Westside.

Also, the underground Option 6, as well as 4 and 5 have the fewest environmental impacts. I think you need to look at the seismic issues, the air quality issues, the (inaudible) issues, construction issues, and the impact that this construction to this project will have on the community of life and which project will have the greatest overall use.

Clearly, a route that has a connection is not an option [sic]. People are not going to spend the time that it takes to make an awkward connection. That sort of mitigates the whole purpose of the link.

Thank you very much.

MS. LITVAK: Thank you, Carol.

Now, Carol has also demonstrated for us our countdown clock.

Okay. Stevie, who are our next three, please?

MS. ESPINOZA: Okay. Our next three are Steven S., Coby K., and Martin A.

So, Steven, go ahead when you're ready.

MR. SANN: Yes, good morning, Metro team. Thank you very much. My name is Steven Sann. I'm the chairman of the Westwood Community Council.

As I've mentioned in the past, our council is very proud to be part of what is known as the Sepulveda Transit Corridor for all coalition.

Our council joins with the virtual unanimous voice of numerous organizations, the Westside Regional Lines, the Council VICA, numerous environmental groups in strongly urging that there absolutely must be a station on the UCLA campus and a direct connection to the Wilshire Purple D Line subway at Wilshire.

Regarding the options, as I mentioned in the past, Options 1 and 2 fail completely to connect to the campus. They should be dismissed immediately.

Option 3 fails in that it does not connect with the Wilshire subway, that also needs to be dismissed. That leaves us with Options 4, 5, and 6.

As the previous commenter noted, Option 6 is clearly the superior choice. I note that both the Red Line and the Purple Line are end to end completely a subway, because the ridership of those two lines absolutely warrants the highest

quality mode, which is heavy rail.

The projected ridership for the Sepulveda Line blows out of the water the ridership existing for the Red and Purple Lines.

So therefore, it should be clear that our friends in the Valley and the Westside and to the airport areas deserve the same high-quality transit system.

I would ask, as I've mentioned in the past, please, in studying Option 6, look at terminating at Sepulveda and Exposition rather than at Bundy. That is a straighter approach that shaves travel time and saves cost.

Also, I would urge that you look at using rolling stock cars that are compatible with your current Red and Purple Lines, and also that you look at an option of driverless technology, which is proposed for Options 4 and 5, but apparently not proposed for Option 6.

Finally, I thank you Metro and ask that you do very thorough scientific analysis to show that a tunnel can be built safely by analyzing the geology, seismology, hydrology, biology, and all the engineering aspects.

Thank you very much.

MS. LITVAK: Okay. Thank you, Steve.

Stevie, who is up next and the following two after that?

MS. ESPINOZA: Okay. Our next three are Coby K.,

Faramarz N. and Sam Y.

Coby, when you're ready.

MR. KING: Good morning.

I'm Coby King, and I'm the co-chair of the transportation committee of VICA, the Valley Industry and Commerce Association, current treasurer, and a former chair of VICA, a member of the CR Club, Angeles Chapter Transportation Committee, and a resident of the West San Fernando Valley and speaking today on my own behalf.

The Sepulveda Transit Corridor is the centerpiece of the Measure M Expenditure Plan and more than any public works project in the region and perhaps the nation that could improve people's lives.

It's especially true for the people of San Fernando Valley who, if this project is built correctly, we will able to get to the Westside much more quickly and more easily than ever before, but it must be done correctly.

It must seamlessly connect to other MetroLinks, and Metro rapid transit lines, to parking in the San Fernando Valley, and to the places people want to go.

No place is more important than the UCLA campus. Similar in size to Downtown Phenoix, Arizona, UCLA is the largest employer west of Downtown LA.

Its 80,000 daily visitors include not just only students and faculty but all the staff that keep the

university working and the patients and staff at UCLA hospital.

This project will improve the lives of transit-dependent riders by making their commutes shorter and easier, and if done correctly, will actually attract people off local freeways and roads, including, of course, the notorious 405.

The project will mean that people who live farther away, will be able to access the good jobs, education, and health care services on the Westside in the Valley, especially UCLA.

This will enhance Metro's important equity and justice goals and that is how these six alternatives should be analyzed.

First, any alternative, such as 1 or 2, that does not include a direct on-campus UCLA station should be eliminated now or as soon as possible.

Further, any alternative that doesn't provide access to parking in the Valley and seamless connections to the Purple D Line and Expo E Line should also be eliminated.

As currently configured, only Alternatives 4 and 5 meet these criteria.

I understand that there's serious questions about the elevated portion of 4 and that Valley stakeholders are concerned about equity between the Valley and the Westside in

terms of elevated versus subway.

Let's make sure that we do this right.

Thanks.

MS. LITVAK: Thank you, Coby, and thanks for wrapping up just in the nick of time.

Who do we have coming up for our three, Stevie?

MS. ESPINOZA: Okay. Next three are Faramarz N., Sam Y., and then we have a phone caller with the last four digits 5417.

MS. LITVAK: All right.

MS. ESPINOZA: So Faramarz, when you're ready.

MS. NABAVI: I support the STC for all alternatives to have a main line station at UCLA and also at Ventura.

In addition, don't select a locally preferred alternative until Metro identifies and maps specific locations of renters at risk of displacement due to rising rents and until Metro studies and implements mitigation measures that are consistent with the Metro Transit Oriented Communities Policy, equity-first communities, and the equity platform to protect renters before real estate investors buy properties due to the LPA.

Second, the heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs.

Right now Metro's heavy rail proposal uses narrower

dimensions, so its cars would be incompatible with the Metro B Red Line, and Metro D Purple Line.

Metro can study automated options for rail cars that match the dimensions of its existing system and for alternatives that it's not currently considering, such as Alternative 6.

Third, as the substitute for Alternative 4 going on Sepulveda north of the Metro Orange Line, Metro should study interlining the Sepulveda Line with the Metro Red Line, connecting them and the East San Fernando Valley Line via the Orange Line right-of-way in either Oxnard or Comstock.

To study this, Metro must make the heavy rail option match the specs of the Red Line. Metro could use the Sepulveda station parking lot for a rail yard, giving more flexibility to both the Sepulveda and Red Lines.

There would be high ridership going in both directions all day because both the Westside and Hollywood and Downtown are strong destinations.

Most of the Orange Line ridership is in that segment already, plus the Orange Line is slated already to be converted to rail and this would help distribute the transfers from the North Valley through Sepulveda, Van Nuys, both Hollywood and Valley College.

Thank you.

MS. LITVAK: Faramarz -- thank you. Okay. Please

everyone keep to the two minutes. I know nobody has gone over by very much, but we want to be fair to everyone.

Okay. Stevie, who do we have next?

MS. ESPINOZA: Okay. Our next three are Sam Y., Caller 5417, and then Lee Blumenfeld.

So Sam, when you're ready.

MR. YEBRI: Good morning. My name is Sam Yebri, an almost 40-year resident of Westwood and candidate for Los Angeles City Council to represent the 5th District.

I'm calling today to urge that the Sepulveda Transit Corridor Project include a station located directly on the UCLA campus and a seamless connection to the Purple D Line Westwood UCLA station at Wilshire before continuing on to connect with the Expo E Line and eventually to LAX.

According to Metro, an on-campus UCLA station would be the busiest non-transfer station across the entire Metro system. UCLA is the third largest employer in LA County with more than 67,000 commuters to campus each days.

For reasons of equity and access UCLA, as a premier public research university with a world class medical center, should be easily accessible to all Angelenos for employment purposes, for educational purposes, for medical needs, and cultural, and recreational attractions.

A Metro station located directly on the UCLA campus is the best way to accomplish that for our city and region.

Built and designed correctly, the Sepulveda Line will significantly reduce vehicular traffic congestion throughout the Westside and the Valley and through the 405s freeway, Sepulveda, and several narrow mountain passes including the Beverly and Roscomare Road, Benedict Canyon, Cold Water Canyon that drivers use as cut-through routes from the city to the Valley.

This reduction in congestion will have very significant environmental benefits by reducing greenhouse gas omissions and our carbon footprint.

I join the Westside Regional Line of councils, numerous environmental organizations, and virtually every neighborhood and community councilman, 5th District, and on the Westside in supporting a Sepulveda Line station directly located on the UCLA campus and a seamless connection to the Purple D Line Westwood UCLA station.

Thank you.

MS. LITVAK: Thank you, Sam, and thank you to your kid. Start them early, we love that.

While we're waiting for our next callers, I just want to take a moment to let you all know how you're going to be hearing from us, following up on that, other than with the e-mails with the links we're going to send out.

I want to let you know that we are going to be back in touch with you to let you know what we're hearing, not

just from you but from everybody who is chiming in during this period.

You know, and what, if any, changes that's going to mean for the study going forward. We're getting a lot of comments. We've got well over a thousand, I think we're up to 13- or 1,400 by now. By that I mean submission, many of those submissions had multiple comments.

So it's going to take us a while, but in other venues people, you know, have asked what we're hearing and what we're going to do with it all.

So I just want to let you know we're going to be back in touch with you, but that's going to take a little while.

So with that, Stevie, I believe we have a phone caller next. Can you let us know who that is, as well as the two people coming up afterwards.

MS. ESPINOZA: Okay. We have a phone caller 5417, then Lee B., and then Charles M.

So Caller 5417, go ahead and press star six to unmute yourself when you're ready.

MS. LITVAK: And let us know your name.

MR. JAMES: Hi, this is James from the East San Fernando Valley, and I would like to see a monorail that goes all the way to Mission Hills, which would be Sepulveda and Chatsworth, because there is a park-and-ride

there where busses take people all the way to the Westside, Century City. So there's a lot of transportation going on around there.

When the Sepulveda Corridor did their first environmental or their first study, they said that there wasn't enough ridership coming from the East San Fernando Valley because there was just going to be a light rail going down Van Nuys Boulevard, which they said in their study it wasn't needed.

So, but now the situation has been become political and now we've got a light rail going through Van Nuys Boulevard, which I think is ridiculous.

I mean, this is going to create a lot of problems for first responders. When accidents happen, it's going to be a disaster, in my opinion. But I would like to see a monorail, and I hope that that can be done.

Thank you.

MS. LITVAK: Thank you very much.

Okay. Stevie, who are our next three?

MS. ESPINOZA: Okay. Our next three are Lee B., Charles M., and Diane F.

MS. LITVAK: All right. Lee, go ahead and unmute yourself and go ahead.

MR. BLUMENFELD: Good morning all. Thank you for taking the time. Lee from Encino Neighborhood Council

speaking on behalf of myself.

I will mention that the Encino Neighborhood Council has voted previously to do an all heavy rail down Van Nuys Boulevard.

As far as things for the folks to consider is, No. 1, the expandability of whatever option for future connections for future projects.

It seems that only Option 6, which is the heavy rail underground going up Van Nuys can possibly expand further north in the future.

It also should be mentioned that, you know, according to Metro's own numbers, 30 to 40 percent are the ones that are coming down the 5 and that's a significant amount of transportation vehicles on the pass.

The Option 6, which used to be HRT Option 1, which I don't understand why the numbers were switched from 1 to 6, I don't know if it's a confusion thing.

It should be noted that the alignments currently for 4 and 5 in the southern terminus should also apply to Option 6. That makes the most sense and most cost-effective aspect.

I would like to also see, which has been brought up before, is the ramped-up cost for a monorail system versus the already-in-existence mechanics and all that good stuff for heavy rail.

That cost apparently has never been clearly annotated and is obviously a hidden cost that should be overall explored.

The other thing that should be taken into account in the environmental aspect is the possibility of a catastrophic failure of a monorail system, similar to when the 22 and fell on top of the 5 and then basically shut off a major corridor of transportation and the costs to that were through the roof and that does definitely need to be expanded.

Again, my personal preference is definitely the full underground on Van Nuys connecting the north and the south.

Thank you.

MS. LITVAK: Thank you very much.

All right. Who is up next, Stevie?

MS. ESPINOZA: Okay. Our next three callers are Charles M., Diane F., and Aaron B.

Charles, when you're ready.

MS. LITVAK: All right. Charles.

MR. MCBRIDE: I'm ready. So yeah, I think the monorail option, absolutely, can not be gone through. I think it has extremely poor connections with other stations, and that's going to make it very undesirable and overall depress ridership to a level that, you know, you got to think quite long-term with that.

So I think Option 4 and 5, with their increases on

speed due to their automated transit, and also their connection with Ventura, which has a more direct -- a more populated area than the connection with the station on Ventura in Alternative 6.

I think it's -- the technology could really bolster and integrate into the system. Although, I understand that there are, you know, problems that it might use a different rolling straw [sic], but I don't necessarily think that there would be problems with extending it, but it might not integrate quite as well.

Overall, I just would highly advocate against the monorail. As before, there's a lot of hidden costs, and I believe that's it.

Thank you.

MS. LITVAK: Thank you very much.

All right. Who is up next?

MS. ESPINOZA: Okay. Our next three speakers are Diane F., Arron B., and Evan F.

Diane, when you're ready.

MS. FISK: Okay. Can you hear me?

MS. ESPINOZA: Yes, we can.

MS. FISK: Okay. Well, I'm a member of the Bel Air Association. I'm not an officer or anything, but I am a member and I am concerned about this tunneling under our area.

I wonder if anybody is considering the huge cost of the tunneling under these mountains versus the monorail on the Sepulveda Pass.

Monorail seems to me to be a very modern-looking option, and I think it should be considered to enhance our aesthetics, actually, people going over the pass and so forth. I think it would be a very efficient way to do it.

Is anybody considering the environment -- the human impact on tunneling under people's homes? I mean, has anybody thought of that?

I doubt it. It doesn't sound like it.

I know there are a lot of people from UCLA who are hell bent on having this tunnel under Bel Air, but I think they need to consider, also, people from this area have voices and that we should be heard as well.

I know that we go by Hilgard a lot where the UCLA busses are. There are very few riders. There's ten busses lined up, and there's very few people on those busses.

So I just wonder really how much traffic will be elevated if they do a tunneling project, which can impact people's home values and living conditions and so forth. Considering, I think the above-ground option is the best.

Thank you very much.

MS. LITVAK: Thank you so much.

I want to remind people -- I know we have people

waiting who have already raised their hand or let us know via phone they want to speak.

We've got -- but if you're interested in speaking and have not yet done so, you have that opportunity to do so.

So, again, if you're with us by a computer on Zoom, use the raise hand function, and if you're joining by phone, press star nine to raise your hand, and we will get to you in the order that we've got them.

All right. Stevie, who is up next?

MS. ESPINOZA: Okay. Our next three callers are Aaron B., Evan F., and Robert R.

MS. LITVAK: All right. Aaron, please unmute yourself and go ahead.

MR. BARRALL: Great, thank you.

My name is Aaron Barrall, and I'm a current graduate student at UCLA, and I actually do take the Metro to campus every day. There are a lot of people that take the busses off of Hilgard, which is where I get off every day too.

I think it's really absolutely crucial for the new line directly to UCLA and the D Line at Wilshire, as well as preserve options to extend service to the north and south in the future.

I think this project has the ability to really transform our region and expand opportunities for where people can live and where they can work all over the Westside

and the Valley.

It's really important that we get this right, and Metro needs to look carefully at the potential ridership, as well as the VMP reduction that would occur from having an on-campus station at UCLA.

It also needs to think about the areas around the proposed stations and where we can build types of sustainable residential communities, as well as other employment hubs along the line.

We know we can't build sustainable employment hubs or residential areas in the middle of a freeway, which is what the monorail options would limit the project to.

Let's be careful to get this right. Again, look at the ridership.

I would also encourage Metro to look at the potential visual impact of the monorail and the CalTrans mitigation measures that might be required and might also preclude that option out of hand.

Thank you for your time.

MS. LITVAK: Thank you very much.

Stevie, who is up next?

MS. ESPINOZA: Our next three speakers are Evan F., Robert R., and Peter K.

MR. FARRAR: Good morning. My name is Evan Farrar from the Northwestern Neighborhood Council.

A broad coalition of stakeholders in Westwood and at UCLA, all part of the STC for all coalition, favor the heavy rail alternatives.

That is because they provide greater capacity, marginally faster service, and most importantly these alternatives go to where people actually want to go, UCLA and Westwood.

A UCLA station would be the busiest non-transfer station in the whole Metro system by Metro's own projections. So to miss out on that ridership by passing UCLA and routing riders by a bus connection or people mover just isn't efficient or desirable.

It's not particularly surprising that two out of three of the monorail alternatives don't have a stop at UCLA, because it's more expensive to build a monorail below-grade, which all but eliminates the cost competitiveness of the monorail options.

With all this in mind, it's important to connect people at UCLA and Westwood with the broader Metro network and most of us here rightly believe that heavy rail is the only serious way to achieve this.

Thank you.

MS. LITVAK: Thank you very much.

Before we go on, I just want to make a moment to remind everybody to please address your questions or comments

to Metro staff that are on the call today.

Thank you very much. We appreciate that very much.

Stevie, who is up next?

MS. ESPINOZA: Our next three speakers are Robert R., Peter K., and then Zack V.

MS. LITVAK: All right. Robert, please unmute yourself and then go ahead.

MR. RICH: Hello. This is Michael Rich. I live in Bel Air. Our family has lived here for 50 years, and I very much understand the need to have this wonderful transportation corridor built, but would deeply -- am terribly afraid of tunneling that would occur underneath people's homes.

I lived in New York for a few years and heard the subways rumbling underneath my apartment. I really don't want to have to experience that.

It would be a dramatic -- just the tunneling alone would require, likely, explosions and heavy shaking. Also, these mountains -- well, I'm sure there will be geological studies -- they're pretty unstable.

They're actually filled with springs, and unstable shale. I'm really concerned about the impact on our community. We do have homes here. We are people.

I realize that the interest of this -- of the millions of people in this city sometimes have to take

precedent, but this would -- I really worry about the potential to destroy the value of our homes, to destroy the peace of our landscape to really essentially take away our homes without us really having proper compensation or a voice.

So I urge you to please not do any tunneling options that go under homes. If it has to be a tunnel, perhaps under Sepulveda Boulevard or under the freeway.

I think also, we are an earthquake country [sic], and I would personally feel much safer riding in a nice monorail above the ground where I'm not going to be terrified if there's an earthquake and potentially getting stuck under hundreds of feet of rock.

Thank you.

MS. LITVAK: Thank you so much.

And who is our next three speakers, Stevie?

MS. ESPINOZA: Our next three callers are Peter K., Zack V., and Ann O.

MS. LITVAK: All right. Peter, please unmute yourself and go ahead.

MR. KEARNS: Hi my name is Peter Kearns. I live in the Westwood area, and I work in the Valley area. My main comments are about the company behind the monorail.

BYD has partnered with the City in the past, and they have failed to meet the standards and the requirements

put forth in the contract previously.

With the monorail project, the company behind it, BYD, had previously worked with us on the electric bus project, I believe, it was in 2012, and every electric bus that BYD provided us has been pulled from service.

This is a company that does not necessarily uphold their part of the bargain, and I think that's something important to consider, the track record of the company that will be providing this billion-dollar infrastructure.

I think that there will also be a lot of hidden costs associated with the monorail. I believe someone has pointed this out.

The spin up of needing workers to work on the lines, needing people to repair the cars, all of the service that wouldn't necessarily -- that the City does not currently have.

While as with heavy rail, we currently have a lot of the staff and a lot of the knowledge and resources to work on those lines.

I believe that Options 6 and 5 present the best options. Again, they provide those direct connections to UCLA. They seem to have pretty good options on expenditure.

Again, the important things that I would consider here is the monorail just seems nonviable. It's putting transit in a place where people don't have access to. It's

difficult, and, like, people don't live on the freeway.

I think that's really it, and, again, I believe people have already pointed this out, but the CalTrans concerns with line of sight and right-of-way have not really been considered by BYD in their proposals.

I think that the creep of cost [sic] will just skyrocket for this monorail project. I can't express enough how in support of heavy rail I am. Specifically, Options 5 and 6.

MS. LITVAK: Thank you so much.

Who is up next?

MS. ESPINOZA: Okay. Our next three callers are Zack V., then Ann O., and Edwin S.

MS. LITVAK: All right. Zack, please unmute yourself and go ahead.

MR. VEZINA. Hello, my name is Zack. I live in the Sherman Oaks area, Encino area on Ventura Boulevard. I bike a lot.

I have seen on Reseda Boulevard, they've put those nice bike lanes and stuff like that, especially, you know, because I like to bike ride at Santa Monica, and, you know, like to take the transit over there.

Before the whole COVID thing, they had the 788. I personally like that bus. I know it wasn't, you know, you couldn't get on it at Ventura, you had to take it down to the

Orange Line and get on the 788, but that bus was definitely really a great thing to have, get you to the Expo Line faster than the 734 back then.

But regarding the rail though, like all the other people said before me, I think an above rail would be a great -- a great way to go, especially with the Bel Air residents.

I'm not a Bel Air resident, obviously, myself, but I think it benefits everybody including the Bel Air residents having a high-sky rail.

Whatever the option was where it's mainly high-sky, especially above the mountains, I think that is mainly the way to go.

I don't -- I didn't like the Option No. 6 that goes to Van Nuys Boulevard, because I like -- I usually like to go mainly on Sepulveda.

So I think a high-sky rail would mainly be the way to go and benefit everybody else in different areas.

Yeah, that's what I have to say.

MS. LITVAK: Thank you so much, Zack.

I understand we have about a dozen or so people who want to speak, so that will take us up to about noon time.

Let's keep on going.

Stevie, who is up next?

MS. ESPINOZA: Okay. Our next three callers are

Ann O., Edwin S., and then Ian B.

MS. O'CONNOR: Hello?

MS. ESPINOZA: We can hear you.

MS. LITVAK: Yes, we can hear you. Go ahead.

MS. O'CONNOR: Okay. I'm Ann O'Connor, and I'm a member of Sherman Oaks Homeowners Association. Metro, please focus on the five alternative concepts, which would be the two underground and the three monorail concepts and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running twenty to forty feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley.

Alternative 4 will destroy Sherman Oaks forever. There are no elevated heavy rail trains anywhere else in Los Angeles.

Why is the high-speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda?

Once again, the Valley is not getting its fair share of our tax dollars. The recent redistricting maps identified 5.7 city council districts just in the Valley.

Please treat this going Valley population with the same equity and equality as the rest of Los Angeles using the same high equability of transit options.

Please do not switch to aerial heavy rail on

Sepulveda once you reach the Valley. That is unfair to the Valley and inequitable.

I urge our Valley elected officials to advocate against this elevated heavy rail along Sepulveda in the Valley.

Thank you.

MS. LITVAK: Thank you so much, Ann.

Who is up next?

MS. ESPINOZA: Okay. Our next three callers are Edwin s., Ian B., and Brissia U.

Edwin, go ahead when you're ready.

MR. SUN: Hello. My name is Edwin Sun. For a long time, I was a primarily transit user and pedestrian. Now I have a car, but, again, for many years, I was a rare Angeleno who mostly took transit and actually had to commute to UCLA regularly.

I would like to urge this body to terminate its consideration of Options 1 through 3, all of the aerial configurations.

And -- sorry, catching my breath because I'm running -- but do a -- prioritize all of the options that have direct stops at UCLA, which, again, is really the destination that has the highest potential for ridership and really would be very detrimental to Metro's goals if the alternatives are sleeted where commuters have to make

unnecessary transfers to UCLA and certainly have to get on and get off within the 405, which is car-oriented infrastructure that isn't really serving the destination that have a large number of amenities or housing.

Thank you very much for your consideration.

MS. LITVAK: Thank you so much, Edwin.

And who do we have up next, Stevie?

MS. ESPINOZA: Next three callers are Ian B., Brissia U., and Nurit K.

MS. LITVAK: All right. Ian, we're looking forward to hearing from you now. Please unmute yourself and go ahead.

MR. BOWEN: Hi. I would like to echo comments in support of Alternative 6, the full underground heavy rail alternative with an on-campus connection to UCLA, direct connection to the D Line and the Van Nuys Boulevard northern alignment, which serves districts that grew around a now gone Pacific Electric Line, that whole area developed around that.

I work in Santa Monica, and I live in the Lamanda Park area in Pasadena, this is also a neighborhood around a former PE Line.

But despite living less than two blocks off of Colorado, my closest L Line station is over a twenty-minute walk away on pedestrian hostile streets and waiting on a freeway median is nothing short of awful.

So with that in mind, alignments in the median or adjacent to the freeways are non started, the monorail, the Sepulveda aerial, all that.

And then regarding the southern terminus, I think both Expo Sepulveda and Expo Bundy have their merits. I'd really like to see how each of those perspective termini would affect potential alignments for Phase 2.

I'm really looking at Del Ray and the west side of the core of Culver City is over twenty-minutes walk from the Culver City and Palm stations on the E Line.

There's just a lot of areas where Metro stations have been built kind of adjacent to these districts but haven't really served them, and we've really seen that in Pasadena.

So I'd really like to see alternatives focus on going right to some of these dense areas and serving them directly, rather than having to do connections. I have a two-hour commute if I use Metro on the way to Santa Monica.

Thank you very much.

MS. LITVAK: Thank you very much.

Stevie, who do we have up next?

MS. ESPINOZA: Okay. Our next three callers are Brissia U., Nurit K., and Darius T.

MS. LITVAK: All right. Brissia, please unmute yourself and go ahead.

MS. URBINA: Can you hear me?

MS. LITVAK: Absolutely.

MS. URBINA: Hi, my name is Brissia and I am from the Sherman Oaks community representing myself. I just wanted to speak up against Alternative No. 4, as that would disrupt the body of life of all the communities that live off of Sepulveda going towards West Hollywood.

I do hear the needs of the people saying they need the UCLA stop, but I would also like to just speak up for the quality of life and for the needs of the people that live in the community where if a twenty- to forty-foot railroad was to pop up in front of our street, that would disrupt our daily living, whether it's walking, air quality, just our environment around us, as we do have a strong community here that wants to just continue living our life without a railroad running through it every couple of minutes and then construction on a street that is already just a wonderful street to drive down to get through all of our shops and community services here.

That's all I wanted to say.

MS. LITVAK: Thank you so much, and Brissia, I mispronounced your name, I apologize. I heard it wrong. So any of you who I fumble your name, please accept my apologies.

Who do we have next, Stevie?

MS. ESPINOZA: Our next three callers are Nurit K., Darius T., and Julia B.

MS. LITVAK: All right. Nurit, please unmute yourself and go ahead.

MR. KATZ: Thank you. My name is Nurit Katz. I'm a Valley resident and have commuted to UCLA for over 15 years, both as a student and now as a staff member. I'm speaking both as a resident and in my role as chief sustainability officer for UCLA.

I do have empathy for the concerns of neighbors in Bel Air, but I think ultimately even those neighbors are impacted by the heavy traffic in the Sepulveda corridor, which can really only be addressed by having a stop at what is more than just a university, it's really a small city within the city with a daily population of 80,000.

So I would like to strongly advocate for the heavy rail options that have a direct stop at UCLA, as well as the really critical connection to the Westwood Purple Line or D Line stop.

This is an equity issue for many of our students and staff who are lower income. You know, we have many students facing food insecurity, really challenged, and unable to live right next to campus with long commutes every day and staff as well.

So it's an equity issue. It's a traffic issue. I

think we all want to see this corridor improve and the heavy rail options with a direct stop at UCLA are going to do that.

I also want to emphasize that this isn't just for students and stuff of UCLA. Many people come to UCLA for medical services, doctors appointments, who are unable to drive.

There's, you know, a wide range of communities that are served by this critical area. So I really appreciate your time today, and I hope that you will consider this critical stop in your options.

MS. LITVAK: Thank you so much. We appreciate the comments from all of you.

Thank you, everyone, for hanging in. We really appreciate you giving the courtesy to your fellow members of the community to listen to what everybody has to say. That's very much appreciated.

Okay. Stevie, who is up next?

MS. ESPINOZA: Next three speakers are Darius T., Julia B., and Joseph M.

MS. LITVAK: All right, Darius. Go ahead and unmute yourself.

MR. TERANI: Hi, can you hear me?

MS. LITVAK: Yes, we can hear you.

MR. TERANI: Hello, everyone. My name is Darius Terani. I was born and raised in the San Fernando

Valley.

I'm a USC alumni from the Price School of Public Policy and currently work as an asset management analyst for an international real estate developer.

I believe Alternative No. 1 is the best option we have so far. I think so for many reasons.

First, because it incorporates what would be -- like the previous speaker from Bel Air said, it would be a very aesthetic monorail line from start to finish, as opposed to heavy rail through the Sepulveda Pass.

Heavy rail can be a good option for Downtown core, for urban cores, like, you know, because LA is so big we have a Downtown core, or the Westside core, even as we see with the Purple Line extension, everything else, but it doesn't fit for, you know, what would be the very aesthetic Sepulveda Pass. So I think that's why the monorail is a great fit.

Alternative No. 1 also keeps the most important Valley station at the intersection of U.S. 101 and Sepulveda Boulevard, unlike Alternative 6, for example, which would throw the course into Sherman Oaks, and it's basically a detour.

I think that option had tunneling through the Beverly Hills hillside -- or Bel Air hillside, which would be really unnecessary and throws people off.

I would consider what we do think is the gateway to the Valley would be the 101 and Sepulveda intersections.

Alternative No. 1 also keeps the line parallel with the 405 and doesn't go into Westwood, which I don't think is necessary, as we already have the Purple Line extension, and it's not like Westwood has a stadium, not like its USC with the Expo line.

It's not really something that they need, and I'm considering going to UCLA for graduate school. I live in the Valley, but it's not necessary. It's more important to serve everyone else to keep the line down with the 405.

Then Alternative 1 has the electric bus option, which is fantastic, and that's all that an area -- a suburb like Westwood would need.

MS. LITVAK: All right, Darius. Thank you so much. We appreciate your comments.

Who do we have up next, Stevie?

MS. ESPINOZA: Our next three speakers are Julia B. -- oh, Julia has lowered her hand -- oh, she raised it again, so we'll bring her back. So Julia B., Joseph M., and Jeffrey H.

MS. LITVAK: All right, Julia. Go ahead, please.

MS. BERKOWITZ: Hi, my name is Julia. I'm currently a resident of Sherman Oaks, and I grew up on the Westside. I just wanted to show my support for what Nurit, Ann, and

Brenda from Sherman Oaks are saying.

Any above-ground transportation is just going to ruin Sherman Oaks and the quality of living for all of us who live there.

Also, I'm just curious if anybody is going to discuss eminent domain with the building project. That is something that happens there.

That's all. Thank you.

MS. LITVAK: Thank you so much.

Who do we have next?

MS. ESPINOZA: Okay. Our next three callers are Joseph M., Jeffrey H., and Tom W.

MS, LITVAK: All right. Go ahead, please.

MR. MAY: Hello, my name is Joseph. I don't live in the area, I live in South LA, but I have a few questions that I think should be addressed in the environmental study of things that should be looked at.

The first is ease of station access. I think in terms of actual ridership that will play a huge role and looking at where the stations are located. I hope that gets covered in the environmental study and how that will affect ridership.

The second is the ability to accommodate ridership growth. I don't think this is something that other speakers have brought up, at least I haven't heard any other speakers

bring this up yet.

There was a study I saw, I do not believe it was conducted by Metro, I don't remember who conducted it, but that projected that this line has the potential to be the second most used transit line in the country behind the 4, 5, and 6 line in New York City, and if you're ever in the 4, 5 and 6 line in New York City during rush hour, it's just sardines.

I would like to see it studied, which of these alternatives are able to accommodate growth in ridership, in terms of adding more trains, longer cars, and adding higher frequencies, and if that's possible with the monorail and if that's possible with the heavy rail.

I also want to add a comment addressing tunneling, and I'm sure the environmental report will go into this a lot.

I think if the tunneling will have an effect on Bel Air homeowners, that definitely might rule out some of the alignments; however, tunneling is done all over the country and all over the world without affecting homeowners.

I believe that there would not be any difference and the environmental study will likely show that this is -- you're not going to feel it if you live on top of it, you will not notice the trains --

MS. LITVAK: Thank you. Thank you, Joseph. Thank

you so much for your comments.

If anyone needs -- who has commented and has more comments to say and you're not able to get them in in the two minutes, please send them into us. We want to hear from you through any of the methods available.

All right. Who do we have up next?

MS. ESPINOZA: Okay. Our next three are Jeffrey H., Tom W, and Kimberly C.

MS. LITVAK: All right, Jeffrey. Please unmute yourself and go ahead.

MR. HARTSOUGH: Good morning. My name is Jeffrey Hartsough. I am on the Sherman Oaks Neighborhood Council, but I'm speaking as an individual toady.

First of all, thank you to Metro and the staff for reaching out and listening to people's concerns about the project.

I'd also like to thank and show my appreciation for everybody who is coming here today and commenting. It's very interesting and wonderful to hear the insights and feelings of the people that will be affected by the project.

This is an important and transformational project for the Valley. By way of information, the Sherman Oaks Neighborhood Council has passed a motion indicating a preference for Alternative 6 or a similar fully-underground heavy rail concept for the San Fernando Valley.

They would strongly oppose any alternative, including Alternative 4, that would require displacement of Sherman Oaks residences and businesses.

Anyway, I only have a couple concerns. One is about Metro's long-range plans for mass transit in the San Fernando Valley.

Although, the decisions about the Sepulveda Transit Corridor Project will be made now and will only result in a finished project in, maybe, fifteen years. It will have a lasting influence on all future Valley transit options.

So I'm concerned about how Metro is coordinating with SCAG, LA City Planning, County Planning, and Work Force and Economic Development, and other folks that should be thinking about the future.

When I'm talking about future, I'm talking about 2080 and 2100. I'd like to know how this project will fit in with future projects that Metro is planning or I would like them to plan. That would bring greater transportation equity for the whole Valley.

My time is up. So I'll just say I'd like to have another stop on Alternative 6 on Sherman Way.

Thank you.

MS. LITVAK: Okay. Thank you, Jeffrey. Appreciate that.

Who do we have up next?

MS. ESPINOZA: Okay. Our next three callers are Tom W., Kimberly C., and Sue.

So Tom, I see you are -- okay. Go ahead when you're ready.

MR. WILLIAMS: Okay. I'm Dr. Tom Williams, president of Citizens Coalition for Safe Humanity in Culver City, also work extensively on the Aliso Canyon gas blowout, so I know the North Valley quite well and the West Valley where I have relatives.

So it's basically a good question as to what one do we want. I have done construction management for Phase 1 Red Line Downtown LA.

You want to talk about problems?

We solved them all. We went under 12-story buildings. We went under a whole bunch of different things. No problem, other than a little bit down at Union Station.

So we have the experience. Metro has the experience. So it's a question as to what is the long-range plan, somebody just mentioned.

Give us a fuller out. Does it go from Granada Hills and the 118 all the way down to 105 or maybe down to the 1? So give us how this segment fits into the rest of it, and basically, no above-ground alternatives.

Go for Alternative 6, but also go for good stations all the way from LAX to Granada Hills, and in Downtown LA, we

have a station for two Metros, that's under a 14-story building.

So therefore, make all of the stations into reasonable profitable projects. Each one, especially for public private partnership, can solve a lot of the expense problems.

MS. LITVAK: Okay. Thank you. Thank you. We need you to wrap up. So you can send in additional comments.

I just want to say we've got -- given the people who are waiting to speak -- first of all, thank you all of you for hanging in there with us and listening to your friends and neighbors.

We're going to go a little past noon, but if you're in the queue, we are going to get to you. I don't think we're going to go much past noon, maybe five minutes, ten at the most at this point.

So please hang in there with us whether you're waiting to speak or whether you're just listening to all of your fellow speakers. We really appreciate that.

Who do we have next, Stevie?

MS. ESPINOZA: Okay. Our next three callers are Kimberly C., Sue, and then Duane M.

MS. LITVAK: All right. Kimberly, please go ahead.

MS. CHRISTENSEN: Yes, my name is Kimberly Christensen. I happen to be the land use co-chair

for the Westside Neighborhood Council, but today I'm speaking on behalf of myself.

I'm a professional planner for 35 years. I actually live and have been impacted by the fact that the -- right across the street from the Expo Line. So I have a lot of firsthand experience and knowledge about the impacts of above-ground rail.

I believe that all alternatives should be studied, nothing should be discarded early. The whole point of an environmental impact report is to evaluate the pros and cons and what the environmental impacts are of all the alternatives that are being considered.

On a personal note, our board will be submitting a letter. I will personally be submitting a letter, as well with full comments, but a couple quick things.

One is, Alternative 6, I don't understand why it goes to Bundy when all the other alternatives go to the Expo station.

I think there's nothing wrong with considering to Bundy, and at least studying it, but I think that alternative should be split into a 6A and 6B version that studies both going to Expo and Bundy if there is a general consensus that people want Bundy considered.

Expo is more direct, of course, so I don't understand why that's not included and it should be.

General concern, rail above-ground, for those listening on the call who are residents in Sherman Oaks and Bel Air and places that don't have light rail in their areas already, you should consider the light, noise, bull horns, illegal bull horns, loud speakers, and trains running 22 hours a day in your neighborhoods.

Tunneling is feasible --

MS. LITVAK: Kimberly, I'm sorry, your two minutes are up. We appreciate your comments. In fairness to everyone, we're keeping everyone to two minutes, but you said you'd be submitting written comments and we look forward to receiving those.

Who do we have up next, please?

MS. ESPINOZA: Okay. Our next three callers are Sue, Duane M., and Connor S.

MS. LITVAK: All right, Sue. Please go ahead and unmute yourself.

MS. ESPINOZA: Sue, I see that you're unmuted, but we can't hear you.

MS. LITVAK: Okay. I'm going to ask our team if you can work with Sue separately to get her back on.

Sue, we're going to work with you.

Do you want her to call the project hotline?

MS. ESPINOZA: Yes. Call the project helpline, Sue, and we'll get you the call-in number, and then we'll move you

to the front of the queue.

MS. LITVAK: Sue, please call -- not the project hotline. You want her to call the technical support line; is that correct?

MS. ESPINOZA: Apologies, yes. The number you see on the screen there.

MS. LITVAK: So (213) 600-9039.

Sue, this happened in our earlier meeting, and we were able to get somebody back on, it just took a little while. So we apologize for the inconvenience, but we'll take care of it.

Who do we have next?

MS. ESPINOZA: Okay. Our next three callers are Duane M., Marco P., and Miran K.

MS. LITVAK: Unless we get Sue back on, which we'll cut her in, but go ahead.

MR. MULLER: Good afternoon. My name is Duane Muller, speaking on behalf of UCLA and calling in to express my strong belief that a successful Sepulveda Transit Corridor Line must include the following: A direct stop at UCLA, a direct stop at Westwood Village, and a connection to the Purple D Line.

In connectivity and continuity with communities with which it serves, with Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the

heavy rail, Alternatives 4, 5, and 6, can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region.

A direct stop at UCLA and Westwood Village is not just an issue of connectivity, it's an issue of equity and accessibility to jobs, to health care, to education, and services around Los Angeles.

UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Regan Hospital and Medical Center serves hundreds of thousands of patients each year.

Due to extreme commutes, many along the Sepulveda corridor, up to one in seven students, experience housing and food insecurity and Westwood Village has over 2300 businesses.

To address some of our concerns of our Bel Air residents, Metro has been tunneling under homes for 20 years and there have been absolutely no problems.

This is not New York City and a tunnel through the Santa Monica mountains would be many hundreds of feet below the surface. Tunneling is safe.

The Sepulveda Transit Corridor has the potential, really, to dramatically change the way we view transit in the west side of LA.

However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources, such as health care, employment, and education.

Thank you.

MS. LITVAK: Thank you so much.

Stevie, who do we have next?

MS. ESPINOZA: Okay. Our next three callers are Miran K., Tim H., and Jason L.

MS. LITVAK: All right. Miran, please unmute yourself and go ahead and speak

MR. KALAYDJIAN: Good morning, everyone, and thank you for having this meeting. I would like to suggest to have a stop at the UCLA, which is essential for students, security, staff, and people who would like to work at UCLA but cannot afford to get the equity issues solved.

Also, please be sure there is sufficient and free parking for those who would not ride a bike or wait for a bus to get to the train station to get to the destination to get the bus to get to their actual destination.

It seems that Option 6 seems the best, we should invest in infrastructure and to stop cutting corners already.

No to monorail. You don't have the ability to create a monorail infrastructure system. It is inferior in

every way when actually measuring apples to apples.

Thank you.

MS. LITVAK: Thank you very much.

Who do we have up next?

MS. ESPINOZA: We're going to try Sue again. She was able to connect with us and call in. So Sue, which is caller 4209, go ahead and press star six to unmute yourself.

MS. SUE: Hello?

Hello can you hear me?

MS. ESPINOZA: We can hear you.

MS. LITVAK: Yes, we can hear you.

MS. SUE: Hi, thank you so much.

I just remember in the beginning of this meeting you mentioned that you were concerned about equity, and I feel the elevated trains would not be equitable for Valley residents.

It would ruin the quality of life in Van Nuys and Sherman Oaks and all over the area, and it would lower our property values, congest Sepulveda, and basically ruin our quality of life, and I just think it would be very unfair.

Thank you.

MS. LITVAK: Thank you so much, and thanks for hanging in with us through the technical difficulties. I'm glad we were able to get you on.

All right. Stevie, who is up next?

MS. ESPINOZA: Okay. We have our final two callers, Tim H., and Jason L.

MS. LITVAK: All right. Tim, please unmute yourself and go ahead.

MR. HYDE: You said Jason first, right, or Tim?

MS. ESPINOZA: Go ahead.

MR. HYDE: Real fast, it sounds good and the more transit the better. You guys will figure it out, and I really don't think you can point to one transit project in the entire country that's been bad and stayed bad.

You guys will figure out the wrinkles after it's already built just like we did with the Red Line.

That's it. Thanks.

MS. LITVAK: Okay. Thanks so much. I believe Jason is next. Is there anyone after Jason.

MS. ESPINOZA: I don't see any more hands raised, other than Jason.

MS. LITVAK: All right, Jason. Unmute yourself, and you're going to get the final word. Although, hang in with me because I'll have some final words after that.

MR. LEUNG: Okay. First of all, I would like to thank the Metro staff for studying all these alternatives and hosting this meeting.

I'm a UCLA alumni, and I would like to voice support for any of the alternatives that have a stop at UCLA and

Westwood Village, except for the monorail options.

I think monorail is an inferior technology and as like a lot of the speakers said before, there are a lot of hidden costs, like platform extensions, the staffing to operate and maintain this technology.

I also want to say that tunneling is feasible and safe through the mountain, through the Santa Monica mountains.

Yeah, so please, please, please build a station at UCLA and Westwood Village. By your own studies, it would be the most used non-transfer station in the entire system.

So, yeah, thank you.

MS. LITVAK: All right. Jason, thank you.

By my clock on my computer it is just noon. If we could back up to the slide with all the ways to comment so everybody can see that.

I want to thank all of -- my colleagues who spoke today. I want to thank all of you from the public who spoke up and provided comments.

I want to thank all of you from the public who just listened in and hung in with us and listened to your friends and neighbors.

Up the screen we have all the ways to comment. Again, we want to hear from you by February 11th, what are your opinions? Most importantly, what are your questions?

What do you want us to look at in the study?

Again, I understand the frustration that we don't have any answers for you right now. With that -- oh, and then one more reminder, we will be following up, sending you out the links we provided.

Subsequently, with the link to the video recording of this meeting, the other two meetings, the earlier meetings are available on our website. They're kind of like this one, but if you want to see them, go ahead.

Then we'll be following up, as I said, down the road summarizing all the input we hear through February 11th and what implications that has for the study going forward. So, everyone, have a great rest of your Saturday, a great weekend, and we very much appreciate it.

MS. ROSENSON: Jody, Jody, sorry to interrupt. I think that we got one last hand right under the wire as you were wrapping things up, maybe right at 11:59 or 12:00 on the dot.

MS. LITVAK: All right. Let them in.

Who is it?

MS. ESPINOZA: Okay. Aaron, go ahead when you're ready. Just remember to unmute yourself.

MR. HARRIS: Can you hear me?

MS. ESPINOZA: Yes, we can.

MR. HARRIS: Great. Thank you so much for giving me

the chance to speak today. I appreciate Metro maintaining their transparency with the public.

I do want to voice my favor for automated heavy rail options, and I do like the Alternative 6. It seems to be the best right-of-way.

Obviously, with the automated technology, I think, you know, if we're building this out in the future, I think the automated is the way to go, because it allows us to dial up and dial down the amount of capacity and frequency of the line without needing to go through a lot of red tape.

That being said, I think, as much as I like the six alignment, I think joining with the Expo Line at Sepulveda, given that it's closer to more retail options, and I think it better connects to the rest of the network. It's a little further up, it's a little bit of time savings.

I also think that -- I think, even though this may be an unpopular opinion, I think that it can be elevated in the Valley, just because it is a lower density. I don't think elevated is the worst option. I think at-grade is a worse option.

I think of elevated as the same as tunneling options, and I think given that the Valley has lower density, I think it does make sense to have it elevated there if cost is an issue, but otherwise, yeah, I'm a proponent of heavy rail and a proponent of the automated technology.

Thank you.

MS. LITVAK: All right. Thank you, Aaron.

I'm not going to repeat everything I said just before. Thank you, everybody.

This was our third and final scoping meeting. The other two are posted, and we'll be back in touch.

See you all in the future and everybody enjoy your weekend.

Bye, bye.

Thank you.

(Meeting concluded.)

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OF

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Dated: January 22, 2022

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Appendix M. PowerPoint Presentation Content

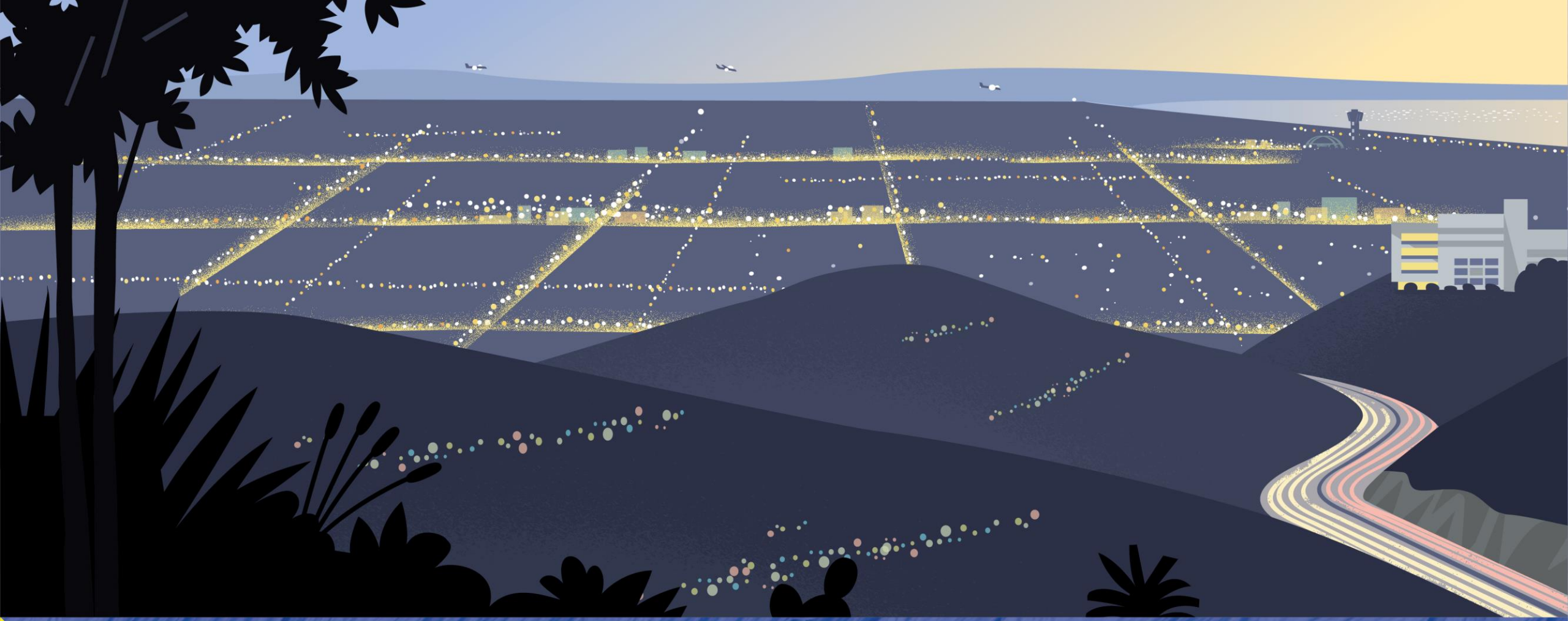
Welcome!

We will begin in a few moments.

Agency Scoping Meeting

December 2021

Metro



We're exploring alternatives to the 405.

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SEPULVEDA TRANSIT CORRIDOR PROJECT

Housekeeping

Today's meeting is being recorded.

Oral public comments following the presentation.

Please use the 'raise hand' icon.

For technical support, call or text 213.600.9039.

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 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
Bus Fare Collection Resumes January 2022

Fare collection and front door boarding resumes on buses on January 10, 2022

Discounted Pass Prices

> **6 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.

> Discount fares will be available for purchase on TAP vending machines, taptogo.net, and at Metro Customer Centers beginning Dec. 15 through July 20, 2022.

Low-Income Fare Is Easy (LIFE) Program

> **6 Months of discounted LIFE fares:**
  - New LIFE riders will get 90 days of free rides starting January 10, 2022, when fare collection restarts.
  - $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 metro.net/riding/life/

Thanks for joining us!

Agenda

10:00am Welcome/Introductions

10:05am Project Presentation

11:10am Q&A

11:55am Next Steps

Metro

Today's Speakers

David Mieger
Countywide Planning & Development

Peter Carter
Countywide Planning & Development

Jackie Su
Countywide Planning & Development

Kavita Mehta
Program Management

Karen Swift
Community Relations

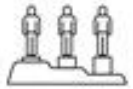
Matthew Marquez
Community Relations

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.

 Equity Sustainability

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Planning Overview

This project fills a gap in Metro's network

- Three east-west lines currently serve the Valley and the Westside:
  - G Line (Orange)
  - D Line (Purple)
  - E Line (Expo)
- Two north-south lines under construction:
  - East San Fernando Valley (ESFV) Light Rail Transit Line
  - Crenshaw/LAX Transit Corridor
- The Sepulveda Transit Corridor Project will fill a north-south gap, connecting the G, D, E, and ESFV Lines and Metrolink commuter rail

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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

Project Background: Early Planning to Environmental Review

> 2016: Measure M

Los Angeles County voters (71%) approved a plan that includes highway and transit improvements between the San Fernando Valley, the Westside and LAX

> 2017-2019: Sepulveda Transit Corridor Feasibility Study

Identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside

> 2021: Pre-Development Agreements (PDAs)

Metro Board approved PDAs with two teams to develop heavy rail and monorail alternatives

> 2021: Initiation of Environmental Review

Metro initiates environmental review of a reasonable range of alternatives, including the "No Project" alternative and six rail transit alternatives

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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 approach allows Metro to plan for cost-effectiveness 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 for a proposed heavy rail technology transit solution
- **August 2021:** Notice to Proceed to both PDA teams

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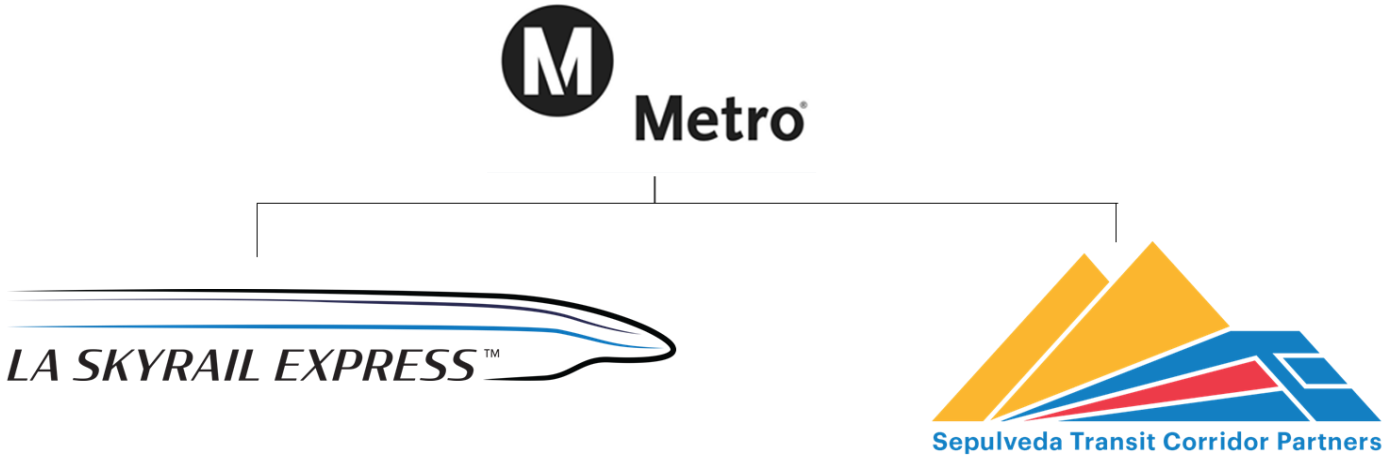
PDA Management

> PDA teams have advanced the designs and engineering for their proposed concepts

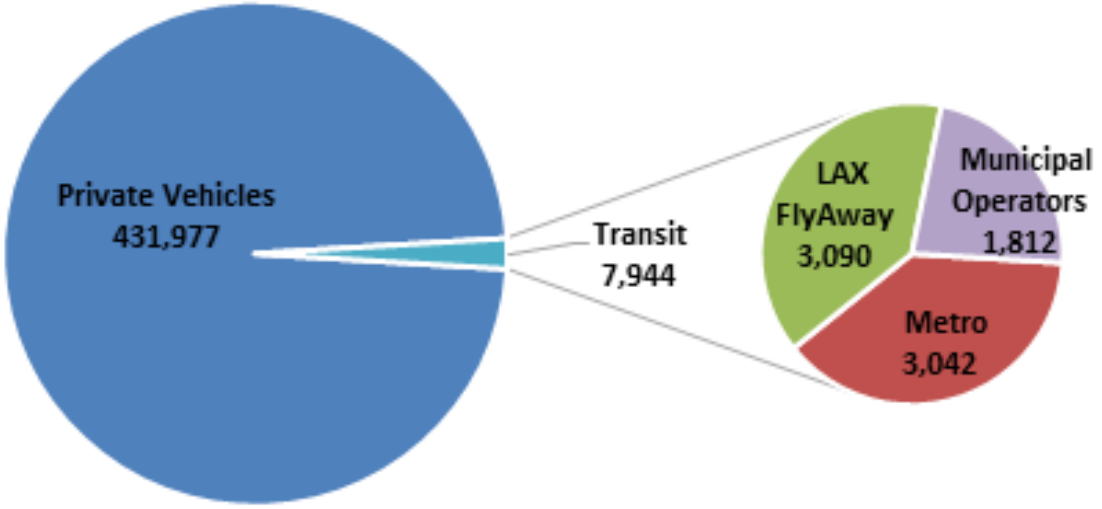
> PDA alternatives will be analyzed as part of the environmental process led by Metro



Project Goals and Objectives

Current Transit Service is Not Competitive

- Over 400,000 people traverse the corridor each weekday, but less than 2% do so by transit
- Congestion on roads and freeways affects transit service in the corridor
- As a result, transit service has been slow and unreliable



Route	Average Speed	On-time Performance
Metro Rapid 734	<15 mph	53.6%
Metro Rapid 788	<15 mph	54.5%
LADOT Commuter Express 573	17 mph	50%

Note: Routes are prior to NextGen route changes

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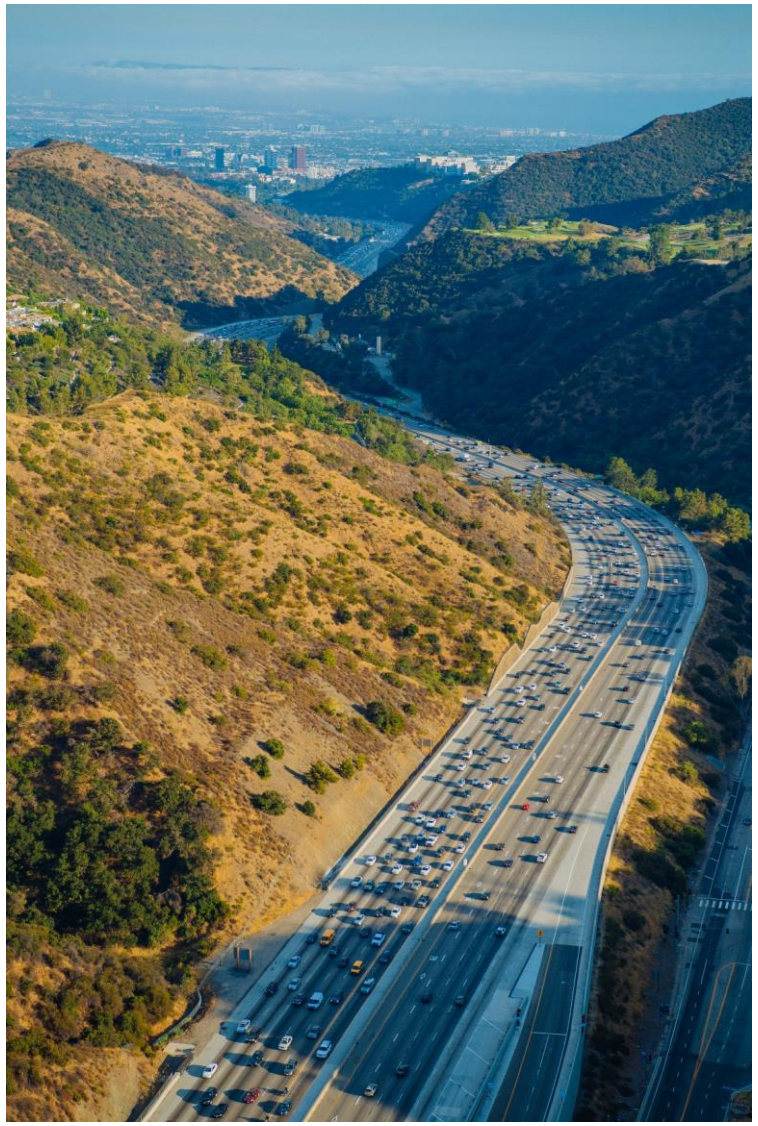
Purpose of the Sepulveda Transit Corridor Project

The purpose of the Project is to **provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside** that is currently primarily funneled into a highly congested and constrained corridor through the Sepulveda Pass.



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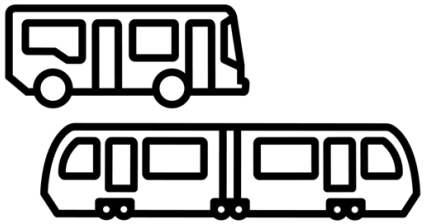
Project Goals & Objectives

> **Improve Mobility**

- Increase transit frequency and decrease travel time
- Increase transit ridership
- Prioritize connections to high-traffic points of interest
- Promote efficiency of transfer experience
- Support non-automobile First-Last Mile connections



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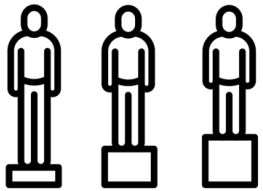
- Improve access for Equity Focused Communities
- Target infrastructure and service investments towards those with the greatest mobility needs



> **Provide a Cost-Effective Solution and Minimize Risk**

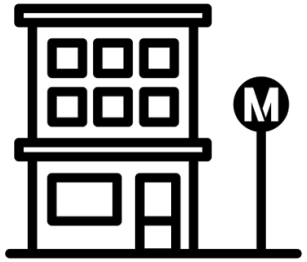
- Maximize benefits to the public relative to cost
- Maximize potential eligibility for state/federal funding

Metro

Project Goals & Objectives

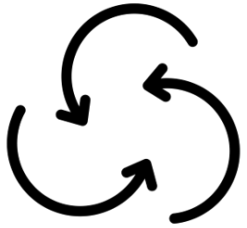
> **Support Community and Economic Development**

- Increase opportunity for economic growth around stations
- Minimize physical barriers to communities
- Prioritize station placement and design that is consistent with community context



> **Protect Environmental Resources and Support a Sustainable Transportation System**

- Reduce vehicles miles travelled, greenhouse gas emissions, and other air pollutants
- Minimize impacts to environmental resources



> **Enhance Resiliency**

- Provide resilience to natural disasters and climate change

Project Alternatives

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.

All the 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).

Transit Technologies Under Consideration

Monorail (Automated)

Heavy Rail Transit (Automated)

Heavy Rail Transit (With Driver)

Vehicles shown may not represent ultimate vehicle selections

Metro

Alternative 1

Monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA

> Alignment Length: 15.3 miles
> Automated Trains
> 8 stations:
  - Exposition Bl (Metro E Line)
  - Santa Monica Bl
  - Wilshire Bl (Metro D Line)
  - Getty Center
  - US-101
  - Metro G Line
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> Electric bus connection from D Line (Purple) Westwood/VA Station to UCLA
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  - Getty Center
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> Underground alignment between the Getty Center and Wilshire Bl
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Alternative 4

Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

> Alignment Length: 14 miles
> Automated Trains
> 4 underground stations:
- Exposition Bl (Metro E Line)
- Santa Monica Bl
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> 4 aerial stations:
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> MSF west of Woodman Av south of Metrolink Ventura County Line railroad tracks

Alternative 5

Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

> Alignment Length: 14 miles
> Automated Trains
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  - Ventura Bl
  - Metro G Line
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Alternative 6

Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

> Alignment Length: 12.6 miles
> Driver-Operated Trains
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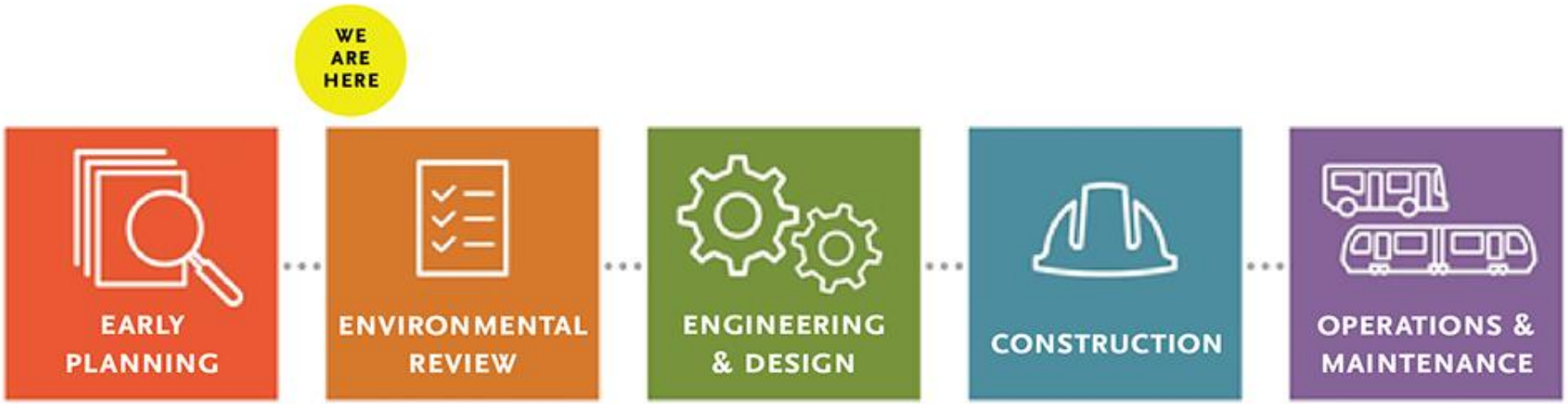
Environmental Process Overview

Project Development Process



Metro

Draft Environmental Impact Report (DEIR) Content

>Summary evaluation of the alternatives, including:

- Costs: construction cost, right-of-way cost, annual operating costs
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- Impacts: effects on the environment, including property acquisitions

> Conceptual engineering plans for each alternative, including:

- Track alignment
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The Draft Environmental Impact Report will study the potential effects of construction and operation of the alternatives and evaluate measures to avoid, minimize and mitigate potential impacts. Examples of potential impacts to be studied include the following:

> Agricultural Resources
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> Ecosystems and Biological Resources
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> Geology/Soils
> Greenhouse Gas Emissions
> Growth Inducing Impacts
> Hazards/Hazardous Materials
> Land Use and Development
> Mineral Resources
> Noise and Vibration
> Parklands and Community Facilities
> Real Estate and Acquisitions
> Safety and Security
> Transportation
> Tribal Cultural Resources
> Utilities and Service Systems
> Visual Quality and Aesthetics
> Water Resources
> Wildfire

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Public Participation in Environmental Review

> Environmental review begins with scoping, November 30, 2021 to February 11, 2022:

- Descriptions of the alternatives
- Maps
- 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

Metro

Project Outreach

- Notice of Preparation (NOP) to public agencies, legal ads and *The Source & El Pasajero* posts
- Spanish media, targeted social media campaign
- Project website, helpline, email and interactive Bilingual StoryMap
- Frequently Asked Questions (FAQ)
- Project video
- Project awareness eblasts (15,000+ stakeholders)
- Bus car cards in English/Spanish (Metro and municipal operators including LADOT, Antelope Valley Transit, Beach Transit, Santa Monica Big Blue Bus, Torrance Transit)

Metro

Ways to Provide Comments

> **Official Scoping Period**

- Starts: Tuesday, November 30, 2021
- Ends: Friday, February 11, 2022

> Public scoping comments will be received at public scoping meetings and via:

- Online comment form
- Mail
- Email
- Project hotline

Scoping comments must be submitted by February 11, 2022

Comments can be submitted via the following:

Online Comment Form:
bit.ly/SepulvedaCommentForm

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

sepulvedatransit@metro.net

213.922.7375

Public Scoping Meetings

Tues., December 7, 2021, 11:30am–1:30pm

Tues., January 11, 2022, 6pm-8pm

Sat., January 22, 2022, 10am-12pm

Metro

Thank You

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By email: *sepulvedatransit@metro.net*

Project Hotline: 213.922.7375

Attend another scoping meeting – learn more at *Metro.net/sepulvedacorridor*

Stay Connected

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sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

losangelesmetro

Comments are due by February 11, 2022.

Metro

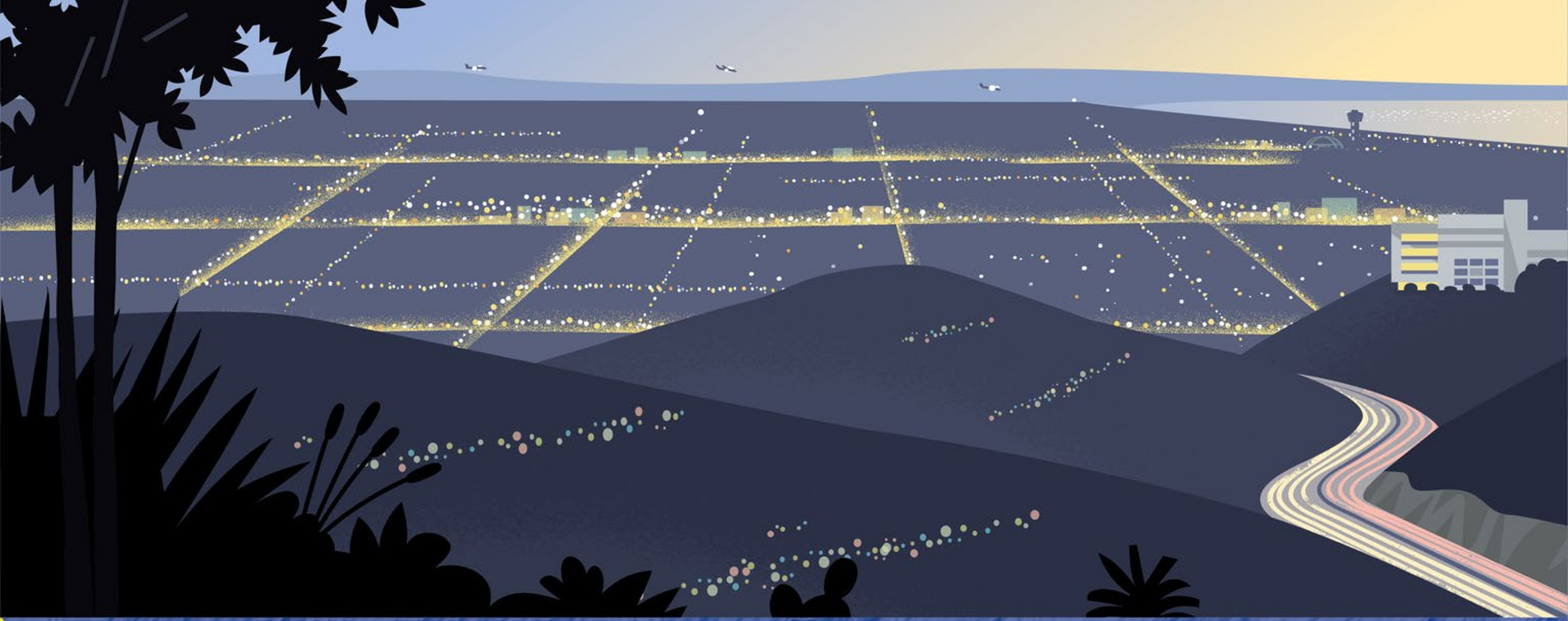
Welcome!

We will begin in a few moments.

Public Scoping Meeting

January 2022

Metro



We're exploring alternatives to the 405.

Metro

SEPULVEDA TRANSIT CORRIDOR PROJECT

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 eschuchar 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.

Oral public comments following the presentation.
Please use the 'raise hand' icon.

For technical support, call or text 213.600.9039.

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 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
Bus Fare Collection Resumed as of January 10, 2022

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

Discounted Pass Prices

> **6 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.

> Discount fares will be available for purchase on TAP vending machines, taptogo.net, and at Metro Customer Centers beginning Dec. 15 through July 20, 2022.

Low-Income Fare Is Easy (LIFE) Program

> **6 Months of discounted LIFE fares:**
  - New LIFE riders will get 90 days of free rides starting January 10, 2022, when fare collection restarts.
  - $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 metro.net/riding/life/

Thanks for joining us!

Agenda

10:00am Welcome/Introductions

10:05am Project Video & Presentation

11:00am Public Scoping Comment Session*

11:55am Next Steps

**We will accommodate as many comments as possible based on the allotted amount of time. Multiple alternative ways to provide comments are available through February 11, 2022.*

Metro

Today's Speakers

David Mieger
Countywide Planning & Development

Peter Carter
Countywide Planning & Development

Jackie Su
Countywide Planning & Development

Kavita Mehta
Program Management

Jody Litvak
Countywide Planning & Development

Matthew Marquez
Community Relations

Metro

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

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Zoom Poll #2

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

1. Attended a prior meeting or submitted a comment

2. Did not participate

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Sepulveda Transit Corridor Video

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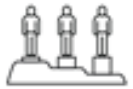
Metro has a plan to make it easier to get around LA. It includes creating better transit. This project works to provide a competitive transit option from the Valley to the Westside.

Metro

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.

 Equity Sustainability

Metro

Planning Overview

This project fills a gap in Metro's network

- Three east-west lines currently serve the Valley and the Westside:
  - G Line (Orange)
  - D Line (Purple)
  - E Line (Expo)
- Two north-south lines under construction:
  - East San Fernando Valley (ESFV) Light Rail Transit Line
  - Crenshaw/LAX Transit Corridor
- The Sepulveda Transit Corridor Project will fill a north-south gap, connecting the G, D, E, and ESFV Lines and Metrolink commuter rail

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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

Project Background: Early Planning to Environmental Review

> 2016: Measure M

Los Angeles County voters (71%) approved a plan that includes highway and transit improvements between the San Fernando Valley, the Westside and LAX

> 2017-2019: Sepulveda Transit Corridor Feasibility Study

Identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside

> 2021: Pre-Development Agreements (PDAs)

Metro Board approved PDAs with two teams to develop heavy rail and monorail alternatives

> 2021: Initiation of Environmental Review

Metro initiates environmental review of a reasonable range of alternatives, including the "No Project" alternative and six rail transit alternatives

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 approach allows Metro to plan for cost-effectiveness over the life of the project
- Development and construction schedule acceleration

PDA Teams – Status Update

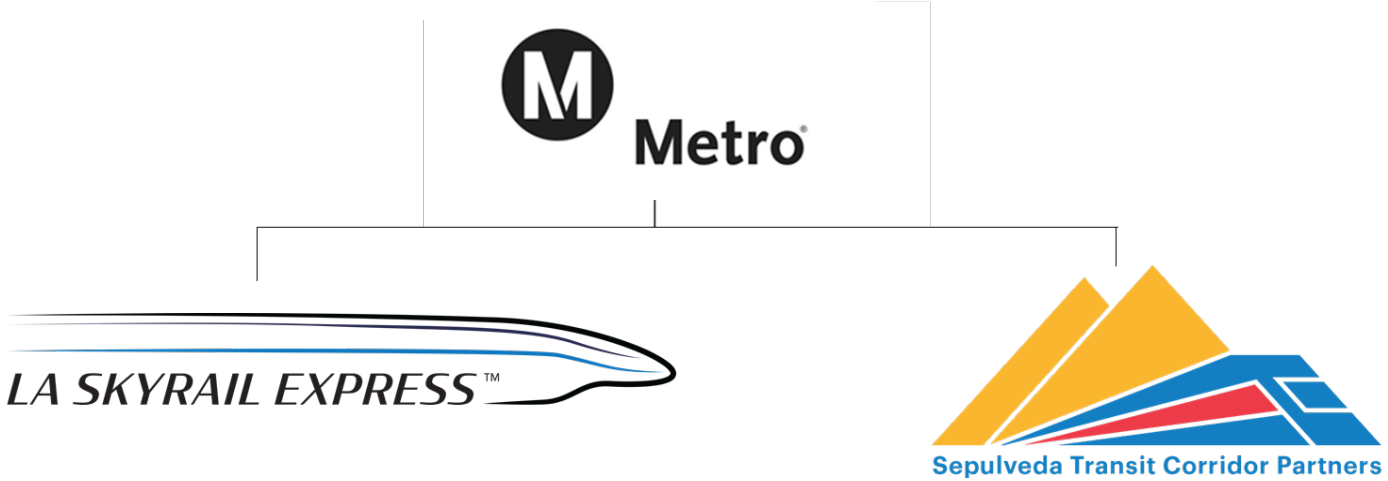
- **July 2019:** Board approved PDA approach to award up to two contracts for different technologies
- **August 2019:** Sepulveda Industry Forum outreach
- **October 2019:** Request for Proposals issued
- **August 2020:** Proposals received
- **Sept 2020-Jan 2021:** Proposal evaluation team process
-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

Metro

PDA Management

> PDA teams have advanced the designs and engineering for their proposed concepts

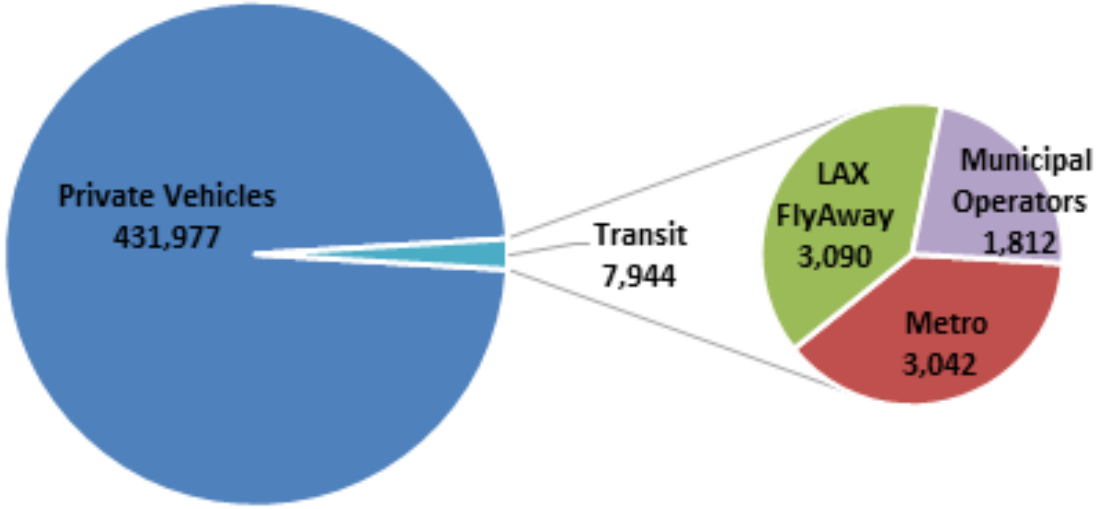
> PDA alternatives will be analyzed as part of the environmental process led by Metro



Project Goals and Objectives

Current Transit Service is Not Competitive

- Over 400,000 people traverse the corridor each weekday, but less than 2% do so by transit
- Congestion on roads and freeways affects transit service in the corridor
- As a result, transit service has been slow and unreliable



Route	Average Speed	On-time Performance
Metro Rapid 734	<15 mph	53.6%
Metro Rapid 788	<15 mph	54.5%
LADOT Commuter Express 573	17 mph	50%

Note: Routes are prior to NextGen route changes

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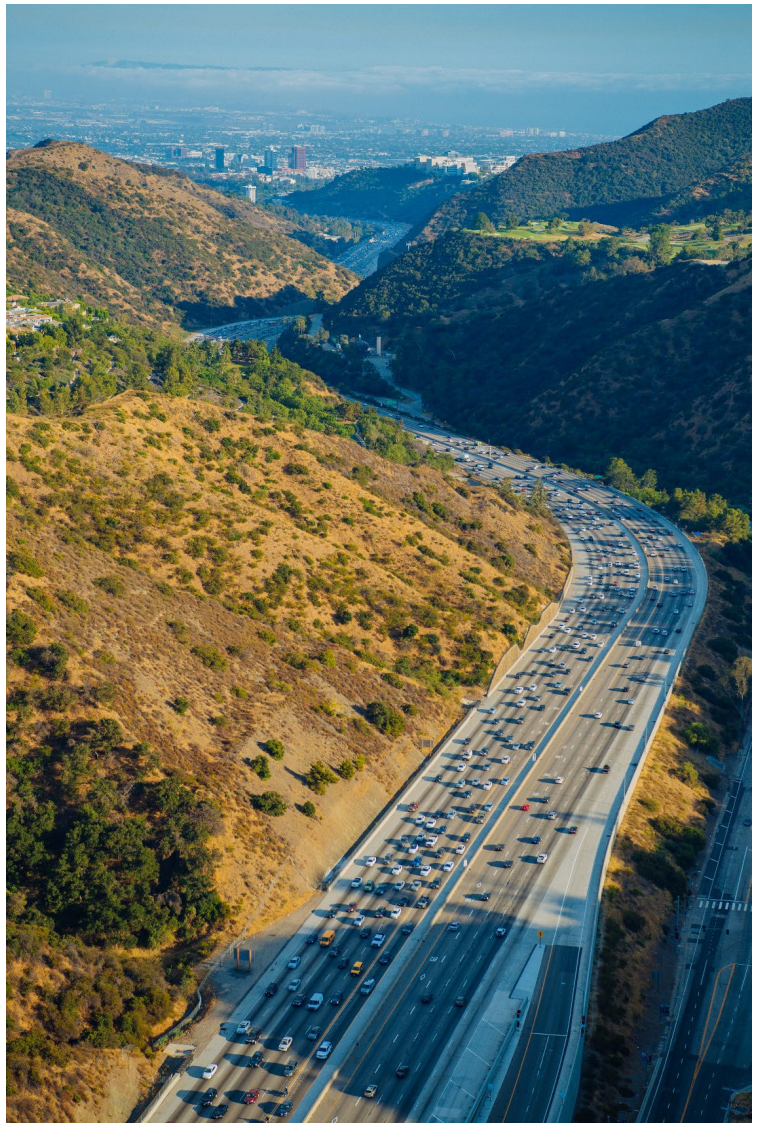
Purpose of the Sepulveda Transit Corridor Project

The purpose of the Project is to **provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside** that is currently primarily funneled into a highly congested and constrained corridor through the Sepulveda Pass.



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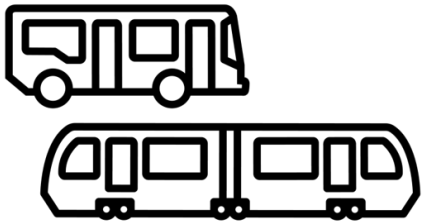

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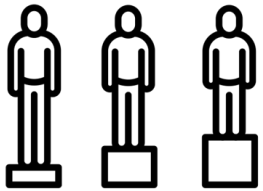

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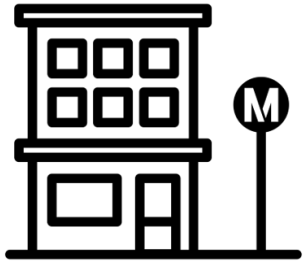

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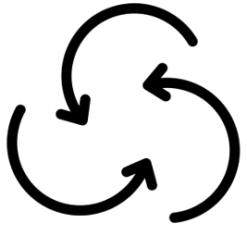

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> Noise and Vibration
> Parklands and Community Facilities
> Real Estate and Acquisitions
> Safety and Security
> Transportation
> Tribal Cultural Resources
> Utilities and Service Systems
> Visual Quality and Aesthetics
> Water Resources
> Wildfire

Metro

Public Participation in Environmental Review

> Environmental review begins with scoping, November 30, 2021 to February 11, 2022:

- Descriptions of the alternatives
- Maps
- 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

Metro

Project Outreach

- Notice of Preparation (NOP) to public agencies, legal ads and *The Source & El Pasajero* posts
- Spanish media, targeted social media campaign
- Project website, helpline, email and interactive Bilingual StoryMap
- Frequently Asked Questions (FAQ)
- Project video
- Project awareness eblasts (15,000+ stakeholders)
- Bus car cards in English/Spanish (Metro and municipal operators including LADOT, Antelope Valley Transit, Beach Transit, Santa Monica Big Blue Bus, Torrance Transit)

Metro

Ways to Provide Comments

> **Official Scoping Period**

- Starts: Tuesday, November 30, 2021
- Ends: Friday, February 11, 2022

> Public scoping comments will be received at public scoping meetings and via:

- Online comment form
- Mail
- Email
- Project hotline

Scoping comments must be submitted by February 11, 2022

Comments can be submitted via the following:

Online Comment Form:
bit.ly/SepulvedaCommentForm

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

sepulvedatransit@metro.net

213.922.7375

Public Scoping Meetings

Tues., December 7, 2021, 11:30am–1:30pm

Tues., January 11, 2022, 6pm-8pm

Sat., January 22, 2022, 10am-12pm

Metro

Public Scoping Comment Session

We want to hear from you…

Key topics we want to hear about

> The purpose and objectives of the project

> The alternatives under consideration

> Issues for environmental analysis

Comments

> Please restrict comments to two minutes

> Metro team will be listening to your comments, not answering questions in this forum

The more specific your comment is, the better the technical teams can address it!

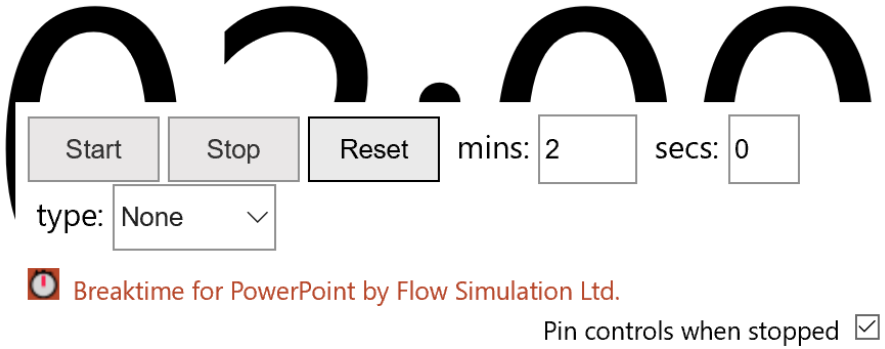
Metro

Public Scoping Commenting Protocol

This is a comment session only, no responses will be provided.

> Verbal comments can be submitted using the Raise Hand function.

- Project staff will call on hands in the order they are received.
- Please unmute your microphone when you are called upon.
- Before providing your comment, please state your full name for the record (please spell if necessary).



> Verbal comments can be submitted over the phone.

- Press *9 to raise your hand.
- Press *6 to unmute yourself.

> **For technical support, please call or text 213.600.9039.**

**Links in the Chat are live. Please click to review the content. The links in the Chat will be emailed to all the meeting participants.*

Thank You

Methods of Commenting

Online Comment Form:
bit.ly/SepulvedaCommentForm

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

By email: *sepulvedatransit@metro.net*

Project Hotline: 213.922.7375

Attend another scoping meeting – learn more at
Metro.net/sepulvedacorridor

Stay Connected

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

Comments are due by February 11, 2022.

Welcome!

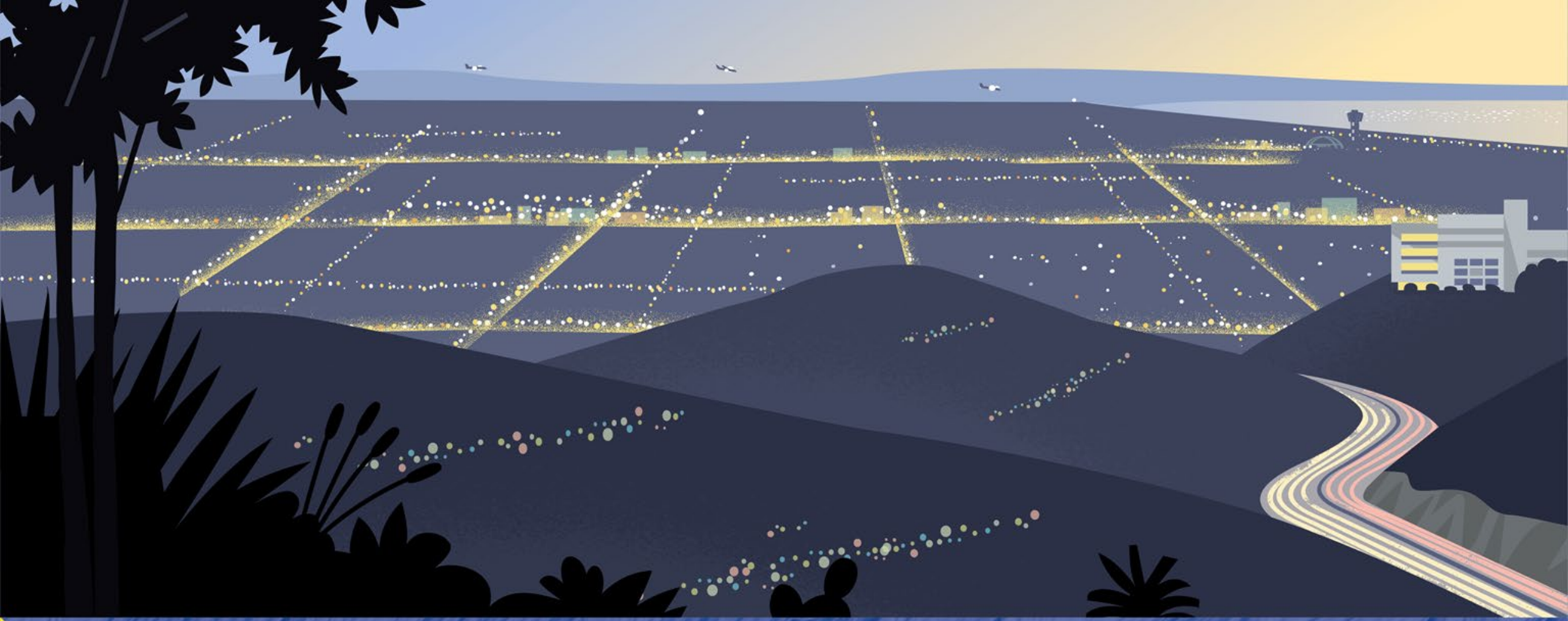
¡Bienvenidos!

Comenzaremos en unos momentos.

Reunión Pública de Determinación del Alcance

Enero de 2022

Metro



We're exploring alternatives to the 405.

Estamos explorando alternativas al 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Metro

Contamos con interpretación

Vía Zoom

> Haga clic en el icono de "Interpretation" (Interpretación)

> Seleccione el idioma que desee escuchar ("Spanish" (español))

> La presentación traducida al español ha sido publicada en el chat.

Interpretación en español
Vía Zoom

> Haga clic en el ícono - "interpretation" (Interpretación)

> Escoja la opción para escuchar en español

> El enlace a la presentación en español esta disponible en el "chat"

Información Sobre la Reunión

La reunión de hoy será grabada.

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

Habrá una sesión de comentarios públicos orales después de la presentación.
Favor de utilizar el icono de ‘Raise Hand’ (“levantar la mano".)

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

Código de Conducta

Metro se compromete a asegurar 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, le solicitamos su ayuda.

Durante esta reunión, favor de:

> Respetar el formato de la reunión y permitir que todos tengan una oportunidad para comentar

> Apagar los teléfonos celulares y el ruido de fondo cuando hable

> 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 - no a los otros asistentes.

> Mantener un tono conversacional

Tarifas con Descuento/Programa LIFE
El cobro de tarifas de los autobuses se reanudará en enero de 2022

El cobro de tarifas y el abordaje en la puerta delantera de los autobuses se reanudará el 10 de enero de 2022

Precios de Pases con Descuento

> **¡6 meses de pases a mitad de precio para todos los pasajeros!**

> Pases de 1 día, 7 días y 30 días a mitad de precio que los pasajeros pueden comenzar a usar a partir del 10 de enero.
  - $3.50 por un pase de un día, $12.50 por un pase semanal y $50 por un pase de 30 días si no está inscrito en un programa de descuento.

> Las tarifas con descuento estarán disponibles para su compra en las máquinas expendedoras de TAP, taptogo.net y en los Centros de Atención al Cliente de Metro a partir del 15 de diciembre y hasta el 20 de julio de 2022.

Programa LIFE (Tarifas de Bajos Ingresos es Fácil)

> **Seis meses de descuento en tarifas LIFE:**
  - Los nuevos pasajeros de LIFE recibirán 90 días de viajes gratis a partir del 10 de enero de 2022, cuando se reanuda el cobro de tarifas.
  - $26 por un pase de 30 días (precio normal $76)
  - $6.50 por un pase de 7 días (precio normal $19.50)
  - Para inscribirse en el programa LIFE visite metro.net/riding/life/

¡Gracias por su asistencia el día hoy!

Agenda

6:00pm Bienvenida/Presentaciones

6:05pm Video del Proyecto y Presentación

7:00pm Sesión de Comentarios de Alcance Público*

7:55pm Próximos Pasos

**Recibiremos tantos comentarios como sea posible en función del tiempo asignado. Hay varias formas alternativas de proporcionar comentarios hasta el 11 de febrero de 2022.*

Metro

Los Ponentes de Hoy

David Mieger
Planeación y Desarrollo en Todo el Condado

Peter Carter
Planeación y Desarrollo en Todo el Condado

Jackie Su
Planeación y Desarrollo en Todo el Condado

Kavita Mehta
Administración del Programa

Jody Litvak
Planeación y Desarrollo en Todo el Condado

Matthew Marquez
Relaciones Comunitarias

Metro

Pregunta de Zoom #1

¿En donde vive?

1. San Fernando Valley
2. Westside
3. Centro de Los Angeles/Centro
4. Sur de Los Angeles/Ciudades Gateway
5. San Gabriel Valley
6. South Bay
7. Santa Clarita/Palmdale
8. Fuera del Condado de Los Angeles

Metro

Pregunta de Zoom #2

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

1. Asistí a una reunión anterior o envié un comentario

2. No he participado

Metro

Video del Corredor de Transporte de Sepulveda

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 desde el Valley hasta el Westside.

Metro

Nuestro plan entrelaza esfuerzos en cuatro áreas

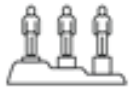
Mejor Tránsito

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.

 Equidad Sustentabilidad

Metro

Descripción General de la Planeación

Este proyecto llena una brecha en la red de Metro

- Actualmente, tres líneas de este a oeste sirven al Valley y el Westside:
  - Línea G (Orange o Naranja)
  - Línea D (Purple o Morada)
  - Línea E (Expo)
- Dos líneas de norte a sur en construcción:
  - Línea de Transporte de Tren Ligero del Este de San Fernando Valley (ESFV)
  - Corredor de Transporte de Crenshaw/LAX
- El Proyecto del Corredor de Transporte de Sepulveda llenará una brecha de norte a sur, al conectar las Líneas G, D, E y ESFV y el tren Metrolink

Metro

Proyectos Cercanos

- 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 cercanos y futuros propuestos son independientes del Proyecto del Corredor de Transporte de Sepulveda, incluyendo:
  - Proyecto de Transporte de Ampliación de la Línea D (Purple o Morada)
  - Carriles Exprés en la I-405 Sepulveda Pass
  - Plan Integral del Corredor Multimodal de la I-405
  - Estudio de Reducción de Tráfico
- Cada proyecto se someterá a su propio proceso de planeación y/o autorización ambiental.
- Metro continuará coordinando todos los esfuerzos del proyecto

Metro

Antecedentes del Proyecto: Planeación Temprana de la Revisión Ambiental

> 2016: Medida M

Los votantes del Condado de Los Angeles (71%) aprobaron un plan que incluye mejoras en las carreteras y el transporte entre el San Fernando Valley, el Westside y LAX

> 2017-2019: Estudio de Factibilidad del Corredor de Transporte de Sepulveda

Se identificaron tres alternativas factibles de ferrocarril pesado y una alternativa factible de monorriel entre el San Fernando Valley y el Westside.

> 2021: Acuerdos Previos al Desarrollo (PDA)

La Junta de Metro aprobó los PDA con dos equipos para que desarrollaran las alternativas de tren pesado y monorriel

> 2021: Inicio de la Revisión Ambiental

Metro inicia la revisión ambiental de una gama razonable de alternativas, incluyendo la alternativa de "Ningún Proyecto" y seis alternativas de transporte ferroviario

Acuerdos Previos al Desarrollo (PDA)

- La geografía y el entorno construido existente hacen que el diseño y construcción del proyecto sean desafiantes
- La participación temprana del contratista facilitará soluciones de transporte innovadoras y asequibles
- El enfoque de los PDA permite que Metro planee la rentabilidad durante toda la vida del proyecto
- Aceleración del calendario de desarrollo y construcción

Equipos PDA - Actualización del Estado

- **Julio 2019:** La Junta aprobó el enfoque de los PDA para adjudicar hasta dos contratos para diferentes tecnologías
- **Agosto 2019:** Alcance del Foro de la Industria de Sepulveda
- **Octubre 2019:** Se emiten las Solicitudes de Propuestas
- **Agosto 2020:** Se reciben las propuestas
- **Septiembre 2020-enero 2021:** Proceso del equipo de evaluación de propuestas
- **Marzo 2021:** Adjudicación de los contratos PDA a:
  - LA SkyRail Express para una propuesta de una solución de transporte de tecnología monorriel
  - Sepulveda Transit Corridor Partners para una propuesta de una solución de transporte de tecnología ferroviaria pesada
- **Agosto 2021:** Orden de Proceder a ambos equipos de los PDA

Administración de los PDA

> Los equipos de los PDA han adelantado los diseños e ingeniería de los conceptos propuestos por ellos.

> Las alternativas de los PDA serán analizadas como parte del proceso ambiental liderado por Metro

Modo: Monorriel

Modo: Ferrocarril Pesado

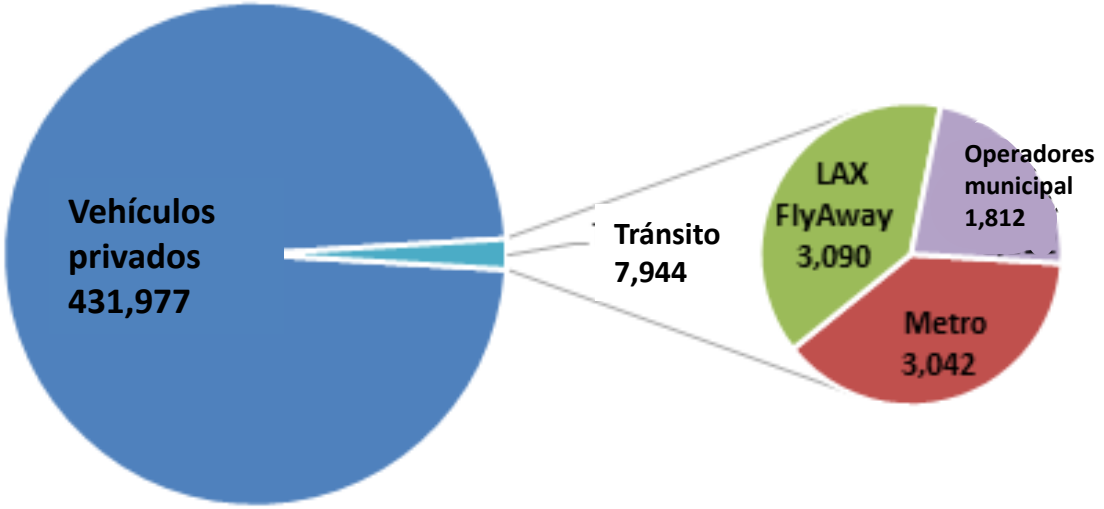
Metas y Objetivos del Proyecto

El Servicio de Transporte Actual no es Competitivo

> Más de 400,000 personas cruzan el corredor todos los días de la semana, pero menos del 2% lo hace por transporte

> La congestión en las carreteras y autopistas afecta el servicio de transporte en el corredor

> Como resultado, el servicio de transporte ha sido lento y poco confiable



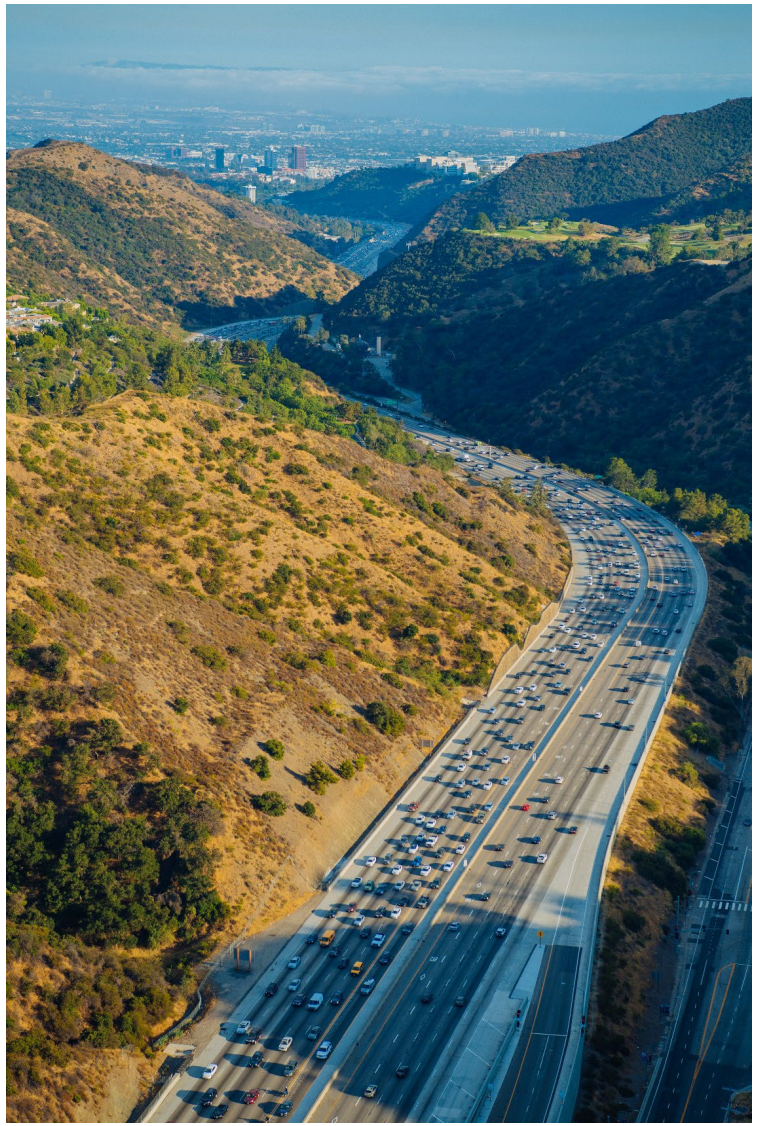
Ruta	Velocidad Media	Desempeño Puntual
Metro Rapid 734	<15 mph	53.6%
Metro Rapid 788	<15 mph	54.5%
LADOT Commuter Express 573	17 mph	50%

Nota: Las rutas son anteriores a los cambios de la ruta de NextGen

Metro

Propósito del Proyecto del Corredor de Transporte de Sepulveda

El propósito del Proyecto es **brindar un servicio de transporte de alta calidad que sirva de manera eficaz a un gran y creciente mercado de viajeros entre el San Fernando Valley y el Westside** que actualmente se canaliza principalmente a un corredor muy congestionado y limitado a través del Sepulveda Pass.

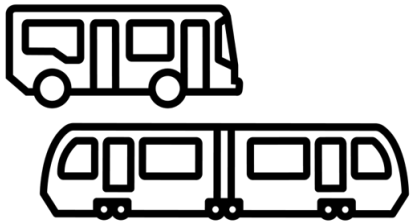


Metro

Metas y Objetivos del Proyecto

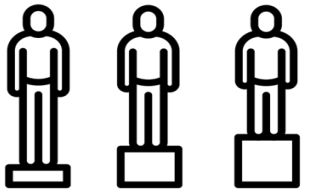
> **Mejorar la Movilidad**

- Aumentar la frecuencia del transporte y disminuir el tiempo de viaje
- Aumentar el número de pasajeros que utilizan el transporte
- Priorizar las conexiones a puntos de interés que tienen un gran volumen de tráfico
- Promover la eficiencia de la experiencia de transferencias
- Admitir conexiones de primera y última milla que no sean de automóviles



> **Mejorar la Accesibilidad y Promover la Equidad**

- Mejorar el acceso para las Comunidades Centradas en la Equidad
- Dirigir las inversiones en infraestructura y servicios hacia aquellos con mayores necesidades de movilidad



> **Brindar una Solución Rentable y Minimizar los Riesgos**

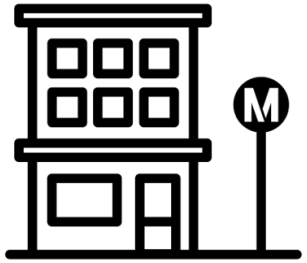
- Maximizar los beneficios para el público en relación con el costo.
- Maximizar la posible elegibilidad para fondos estatales/federales

Metro

Metas y Objetivos del Proyecto

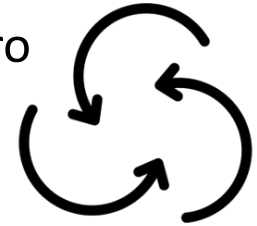
> **Apoyar el Desarrollo Económico y Comunitario**

- Aumentar las oportunidades de crecimiento económico alrededor de las estaciones
- Minimizar las barreras físicas a las comunidades
- Priorizar la ubicación y diseño de la estación para que sea congruente con el contexto de la comunidad



> **Proteger los Recursos Ambientales y Sustentar un Sistema de Transporte Sostenible**

- Reducir las millas recorridas por los vehículos, emisiones de gases de efecto invernadero y otros contaminantes del aire
- Minimizar los impactos a los recursos ambientales



> **Mejorar la Resiliencia**

- Proporcionar resiliencia frente a desastres naturales y al cambio climático

Alternativas del Proyecto

Proyecto del Corredor de Transporte de Sepulveda

El Proyecto Propuesto construiría y operaría una línea de transporte público con guías fijas a través de la Sierra de Santa Mónica en las cercanías del Sepulveda Pass.

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

Tecnologías de Transporte que se están Considerando

Monorriel (Automatizado)

Transporte Ferroviario Pesado (Automatizado)

Tránsito Ferroviario Pesado (con Conductor)

Los vehículos que se muestran quizá no sean los vehículos finales que se seleccionen

Metro

Alternativa 1

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y conexión a autobús eléctrico a UCLA

> Longitud de la Alineación: 15.3 millas
> Trenes Automatizados
> 8 estaciones:
  - Exposition Bl (Línea E de Metro)
  - Santa Monica Bl
  - Wilshire Bl (Línea D de Metro)
  - Getty Center
  - US-101
  - Línea G de Metro
  - Sherman Way
  - Estación Van Nuys de Metrolink
> Conexión a autobús eléctrico desde la Línea D (Morada o Purple) Estación Westwood/VA a UCLA
> Instalaciones de Almacenamiento y Mantenimiento (MSF) del monorriel sobre el estacionamiento de la Estación Sepulveda de la Línea G de Metro
> MSF del autobús eléctrico en las instalaciones existentes del BruinBus de UCLA

Alternativa 2

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y conexión a un sistema de transporte de personas automatizado (APM) a UCLA

- > Longitud de la Alineación: 15.8 millas
- > Trenes Automatizados
- > 8 estaciones:
  - Exposition Bl (Línea E de Metro)
  - Santa Monica Bl
  - Wilshire Bl (Línea D de Metro)
  - Getty Center
  - US-101
  - Línea G de Metro
  - Sherman Way
  - Estación Van Nuys de Metrolink
- > Conexión a un sistema de transporte de personas automatizado (APM) aéreo desde la Estación de Wilshire Bl hasta UCLA
- > Instalaciones de almacenamiento y mantenimiento del monorriel (MSF) sobre el estacionamiento de la Estación Sepulveda de la Línea G de Metro
- > MSF del APM sobre las instalaciones del BruinBus de UCLA existentes

Alternativa 3

Monorriel con alineación aérea en el corredor de la Interestatal 405 (I-405) y alineación subterránea entre Getty Center y Wilshire Bl

> Longitud de la Alineación: 16.2 millas
> Trenes Automatizados
> 9 estaciones:
  - Exposition Bl (Línea E de Metro)
  - Santa Monica Bl
  - Wilshire Bl (Línea D de Metro)
  - UCLA Gateway Plaza (subterránea)
  - Getty Center
  - US-101
  - Línea G de Metro
  - Sherman Way
  - Estación Van Nuys de Metrolink
> Alineación subterránea entre el Getty Center y Wilshire Bl
> Instalaciones de almacenamiento y mantenimiento del monorriel (MSF) sobre el estacionamiento de la Estación Sepulveda de la Línea G de Metro

Alternativa 4

Ferrocarril pesado con alineación subterránea al sur de Ventura Bl y alineación aérea en general a lo largo de Sepulveda Bl en el San Fernando Valley

> Longitud de la Alineación: 14 millas
> Trenes Automatizados
> 4 estaciones subterráneas:
- Exposition Bl (Línea E de Metro)
- Santa Monica Bl
- Wilshire Bl (Línea D de Metro)
- UCLA Gateway Plaza

> 4 estación aéreas:
- Ventura Bl
- Línea G de Metro
- Sherman Way
- Estación Van Nuys de Metrolink

> 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 Bl en el San Fernando Valley

> Longitud de la Alineación: 14 millas
> Trenes Automatizados
> 7 estaciones subterráneas:
- Exposition Bl (Línea E de Metro)
- Santa Monica Bl
- Wilshire Bl (Línea D de Metro)
- UCLA Gateway Plaza
- Ventura Bl
- Línea G de Metro
- Sherman Way

> 1 estación aérea:
- Estación Van Nuys de Metrolink

> 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

> Longitud de la Alineación: 12.6 millas
> Trenes Operados por un Conductor
> 7 estaciones:
  - Olympic Bl (Línea E de Metro)
  - Santa Monica Bl (Centro Cívico del Oeste de L.A.)
  - Wilshire Bl (Línea D de Metro)
  - UCLA Gateway Plaza
  - Ventura Bl
  - Línea G de Metro
  - Estación Van Nuys de Metrolink
> MSF al este de Van Nuys Bl al norte de la Estación Van Nuys de Metrolink

Alternativa de "Ningún Proyecto"

> La alternativa de “Ningún Proyecto” incluye todos los servicios e instalaciones de carreteras y transporte existentes, así como otros proyectos de transporte y carreteras programados para estar operando para el 2045.

Descripción General del Proceso Ambiental

Proceso de Desarrollo del Proyecto

Metro

Contenido del Borrador del Informe de Impacto Ambiental (DEIR)

>Evaluación resumida de las alternativas, que incluye:

- Costos: costo de construcción, costo de derecho de paso, costos operativos anuales
- Beneficios: número total de pasajeros, reducción de las millas recorridas en vehículos, mayor movilidad para las comunidades de Equity Focus
- Impactos: efectos sobre el medio ambiente, incluidas adquisiciones de propiedades.

> Planes de ingeniería conceptual para cada alternativa, incluyendo:

- Alineación de pistas
- Secciones transversales típicas
- Diseños de estaciones
- Impactos en el derecho de paso

> Informes técnicos ambientales analizando cada alternativa

Metro

Revisión Ambiental Estatal

El Borrador del Informe de Impacto Ambiental estudiará los posibles efectos de la construcción y operación de las alternativas y evaluará las medidas para evitar, minimizar y mitigar los posibles impactos. Ejemplos de los posibles impactos que se estudiarán incluyen los siguientes:

> Recursos Agrícolas

> Calidad del Aire

> Comunidad y Vecindario

> Impactos de la Construcción

> Recursos Culturales

> Impactos Acumulativos

> Ecosistemas y Recursos Biológicos

> Energía

> Geología/Suelos

> Emisiones de Gases de Efecto Invernadero

> Impactos que Inducen el Crecimiento

> Peligros/Materiales peligrosos

> Uso y Desarrollo del Suelo

> Recursos Minerales

> Ruido y Vibración

> Parques e Instalaciones Comunitarias

> Bienes Raíces y Adquisiciones

> Seguridad y Protección

> Transporte

> Recursos Culturales Tribales

> Servicios Públicos y Sistemas de Servicios

> Calidad Visual y Estética

> Recursos Hídricos

> Incendios Forestales

Metro

Participación Pública en la Revisión Ambiental

> La revisión ambiental comienza con el alcance, del 30 de noviembre de 2021 al 11 de febrero de 2022:

- Descripciones de las alternativas
- Mapas
- Objetivos del proyecto

> Durante la determinación del alcance, Metro solicitará comentarios del público sobre:

- Las alternativas que se están considerando
- Cómo se podrían mejorar o modificar las alternativas
- Otras alternativas que deben evaluarse
- Asuntos e inquietudes con los planes del proyecto
- Preguntas que deben ser contestadas como parte del estudio

Metro

Alcance del Proyecto

- Aviso de Preparación (NOP) a las agencias públicas, anuncios legales y publicaciones en *The Source y El Pasajero*
- Medios en español, campaña de redes sociales dirigida
- Sitio web del proyecto, línea de ayuda, correo electrónico y StoryMap interactivo bilingüe
- Preguntas Frecuentes (FAQ)
- Video del proyecto
- Mensajes de correo electrónico (eblasts) de concientización del proyecto (mas de 15,000 interesados)
- Tarjetas de autobuses en inglés/español (operadores de Metro y municipales, incluyendo LADOT, Antelope Valley Transit, Beach Transit, Santa Monica Big Blue Bus, Torrance Transit)

Metro

Formas para Proporcionar Comentarios

> **Período Oficial de Determinación del Alcance**

- Comienza: Martes, 30 de noviembre de 2021
- Termina: Viernes, 11 de febrero de 2022

> Los comentarios públicos sobre el alcance se recibirán en las reuniones públicas de determinación del alcance y a través de:

- Formulario de comentarios en línea
- Correo Postal
- Correo Electrónico
- Línea de Atención del Proyecto

Los comentarios deben enviarse a más tardar el 11 de febrero de 2022.

Los comentarios pueden enviarse a través de los siguientes medios:

Formulario de Comentarios En Línea:
bit.ly/SepulvedaCommentForm

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

sepulvedatransit@metro.net

213.922.7375

Reuniones Públicas de Determinación del Alcance

Martes, 7 de diciembre de 2021, 11:30am-1:30pm

Martes, 11 de enero de 2022, 6pm-8pm

Sábado, 22 de enero de 2022, 10am-12pm

Metro

Sesión de Comentarios de Alcance Público

Queremos escuchar lo que tiene que decir...

Temas clave sobre los que queremos escuchar

> El propósito y objetivos del proyecto

> Las alternativas que se están considerando

> Asuntos para el análisis ambiental

Comentarios

> Favor de limitar los comentarios a dos minutos

> El equipo de Metro escuchará sus comentarios, pero no responderá preguntas en este foro

¡Cuanto más específico sea su comentario, mejor podrán abordarlo los equipos de diseño y ambientales!

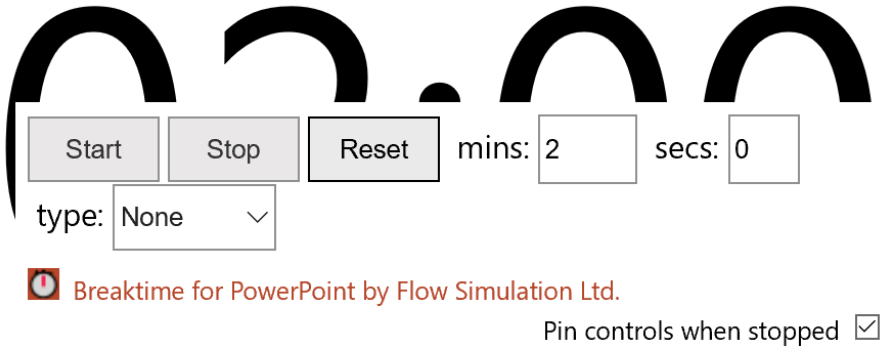
Metro

Protocolo para los Comentarios de Alcance Público

Esta sesión es solo de comentarios, no se proporcionarán respuestas.

> Para dar un comentario verbal, puede utilizar la función de Levantar la Mano.

- El personal del proyecto llamará a las personas en el orden en que levantaron la mano.
- Favor de activar su micrófono cuando se le solicite que hable.
- Antes de hacer su comentario, indique su nombre completo para que quede sentado (favor de deletrearlo si es necesario).



> Los comentarios verbales pueden hacerse por teléfono.

- Presione *9 para levantar la mano.
- Presiona *6 para activar su micrófono.

> **Para soporte técnico, favor de llamar o enviar un mensaje de texto al 213.600.9039.**

**Los enlaces en el Chat están en vivo. Haga clic para revisar el contenido. Los enlaces en el Chat se enviarán por correo electrónico a todos los participantes de la reunión*

¡Gracias!

Métodos para Comentar

Formulario de Comentarios En Línea:
bit.ly/SepulvedaCommentForm

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

Por correo electrónico a: sepulvedatransit@metro.net

Línea de Atención del Proyecto: 213.922.7375

Asista a otra reunión de determinación del alcance - obtenga más información en

Metro.net/sepulvedacorridor

Metro

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

Los comentarios deben enviarse a más tardar el 11 de febrero de 2022.

Appendix N. Fall Community Update Webinar – Meeting Summary

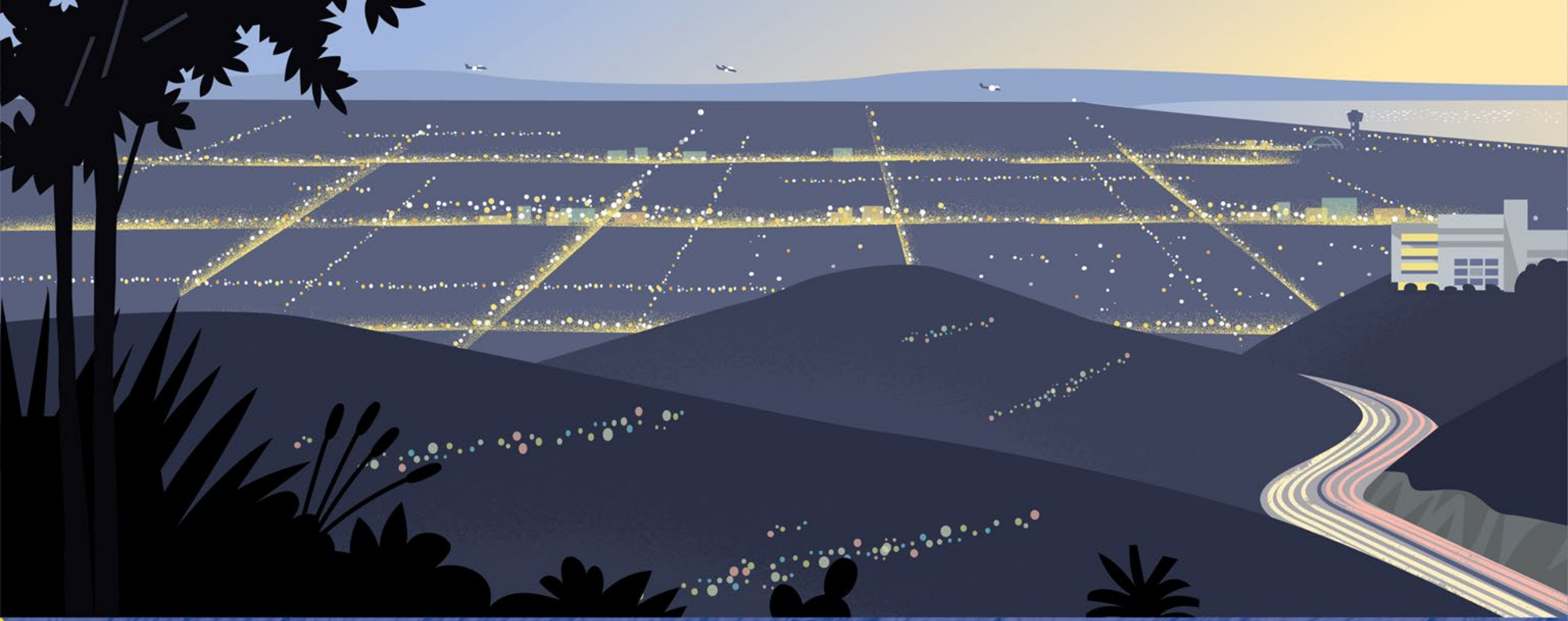
Welcome!

We will begin in a few moments.

Fall Community Update

October 2021

Metro



We're exploring alternatives to the 405.

Metro

SEPULVEDA TRANSIT CORRIDOR PROJECT

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

Metro

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, taptogo.net 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 www.metro.net/riding/life/

Metro

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

Metro

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

Metro

Thanks for joining us!

Agenda

11:30am	Welcome
11:35am	Project Overview
12:00pm	Environmental Process
12:15pm	Q&A
1:25pm	Wrap-up

Metro

Today's Speakers

Peter Carter
Countywide Planning & Development

Kavita Mehta
Program Management

Karen Swift
Community Relations

Matthew Marquez
Community Relations

Metro

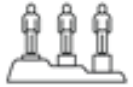
Metro has a plan to make it easier to get around LA. It includes creating better transit. This project works to provide a competitive transit option from the Valley to the Westside.

Metro

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.

 Equity Sustainability

Metro

This project works to improve public transit

Better Transit	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*

Metro

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

Metro

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

Metro

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

Metro

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

Metro

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

Metro

LA SKYRAIL EXPRESS™

Mode: Monorail

Sepulveda Transit Corridor Partners

Mode: Heavy Rail

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

Early Planning and Procurement

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.

Pre-Development Agreement and Environmental Review

2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P3) 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.

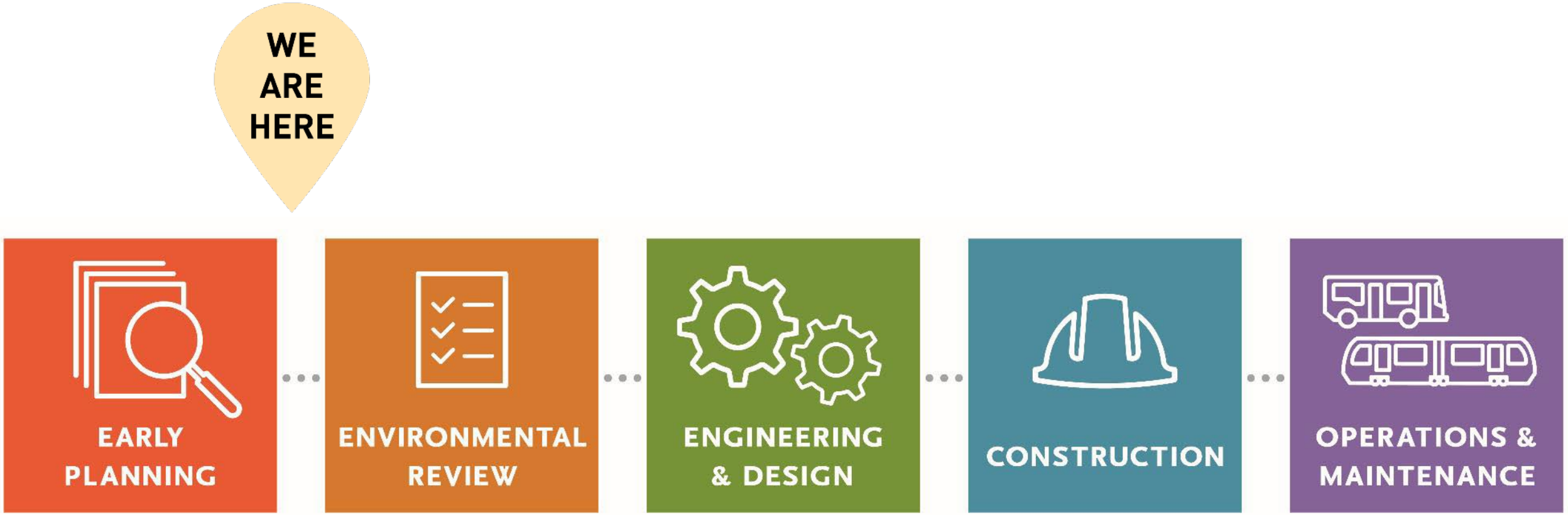
Public-Private Partnership

2025

Metro issues request for P3 proposal for LPA delivery.

Metro

Project Phase



Metro

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

Metro

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

Metro

Stay connected to this project.

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

losangelesmetro

Próxima parada: exploración de alternativas a la 405.
PROYECTO DE CORREDOR DE TRANSPORTE DE SEPÚLVEDA
Bienvenida – Comenzaremos en Breve
Metro

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.

Metro

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

Metro

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.

Metro

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, taptogo.net 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

Metro

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

Metro

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

Metro

¡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

Metro

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

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.

Metro

Nuestro Plan Teje Esfuerzos en Cuatro Áreas

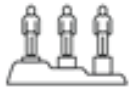
Mejor Tránsito

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.

 Equidad Sustentabilidad

Metro

Este Proyecto Trabaja para Mejorar el Transporte Público

Mejor Tránsito

Proyectos de Tránsito

Mejoras de Autobús

Nueva Opciones de Movilidad

Menos Congestión

Mejoras de Calzada

Gestión de la Congestión

Movimiento de mercancías mejorado y eficiente

Calles Completas

Proyectos de Bicicletas y Peatones

Mejoras en las Calles Local

Mejoras en el Acceso a la Estación y Paradas

Acceso a la Oportunidad

Iniciativas de fuerza laboral

Apoyo a la empresas Locales

Comunidades orientadas al Tránsito

Metro

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

Metro

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

Metro

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.

Metro

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

Metro

Administración de los PDA

Metro

LA SKYRAIL EXPRESS™

>Modo: Monorriel

Sepulveda Transit Corridor Partners

> 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

Planificación Temprana y Adquisiciones

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).

Acuerdo Previo al Desarrollo y Revisión Ambiental

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.

Asociación Público-Privada

2025

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

Metro

Fase del Proyecto

ESTAMOS AQUI

Metro

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

Metro

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

Metro

Manténgase en Contacto

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

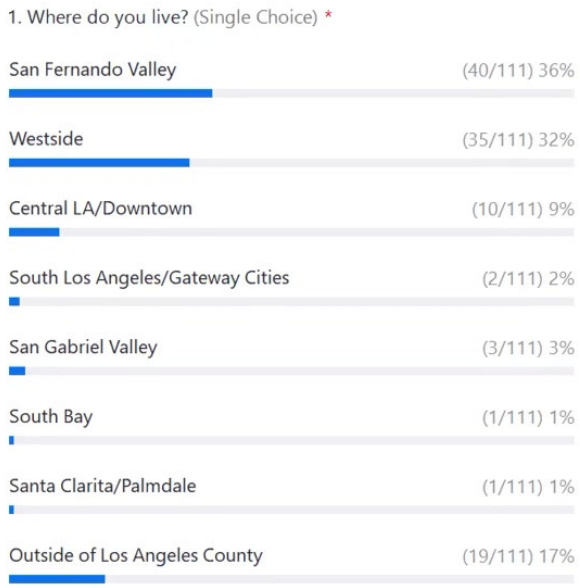
losangelesmetro

Metro

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/ Comments	• Approximately 85 Questions/Comments • All questions that could be answered were responded to live or via the Zoom Q&A function.
Key Stakeholders	• Bel-Air Association • Encino Neighborhood Council • Getty • Homeowners of Encino • Mar Vista Coordinating Council • North Westwood Neighborhood Council • Sherman Oaks Neighborhood Council • Skirball Center • Studio City Neighborhood Council • UCLA • Westwood Community Council • Westwood South of Santa Monica Homeowners • 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 • City of Los Angeles (Dept. of Transportation, Planning) • Culver City • El Segundo • EPA • LADOT • LAPD • Santa Clarita • Santa Monica • West Hollywood

Poll #1 Results



Poll #2 Results

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

Appendix O. Public Events – Information and Announcements

metro.net/sepulvedacorridor

We're exploring alternatives to the 405.

Estamos explorando alternativas al 405.

SEPULVEDA TRANSIT CORRIDOR / PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPÚLVEDA

Public Scoping for the Draft Environmental Impact Report (DEIR) / *Alcance público para el borrador del informe de impacto ambiental*

Metro®

JOIN US FOR A COMMUNITY MEETING ON ZOOM AND PROVIDE YOUR COMMENTS.

ACOMPÁÑENOS EN ZOOM Y PROPORCIONE SUS COMENTARIOS.

Join us!

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 studying several projects in this area, including a new rail line with the Sepulveda Transit Corridor Project.

Metro invites you to attend a virtual public meeting to learn more about the project and provide your comments. Public meetings are being held to gather comments to inform the development of the DEIR during the scoping period from November 30, 2021, to February 11, 2022.

Tuesday, December 7, 2021, 11:30am–1:30pm
Webinar Link: *bit.ly/SepulvedaDec7*
Webinar ID: 919 0173 3110, Passcode: 819995

Tuesday, January 11, 2022, 6-8pm
Webinar Link: *bit.ly/SepulvedaJan11*
Webinar ID: 964 8792 4301, Passcode: 550195

Saturday, January 22, 2022, 10am-12pm
Webinar Link: *bit.ly/SepulvedaJan22*
Webinar ID: 999 3010 8496, Passcode: 270559

Call-in number for all three meetings: 669.900.6833

Learn about the project and provide feedback at any time via *metro.net/sepulvedacorridor.*

Acompáñenos!

Metro tiene un plan para facilitar los desplazamientos. La barrera natural creada por las montañas de Santa Mónica hace que viajar entre el Valle y el Westside sea acomplejado y desafiante, y requiere innovación y múltiples soluciones. Metro está estudiando varios proyectos en esta área, incluida una nueva línea ferroviaria con el Proyecto del Corredor de Transporte de Sepúlveda.

Metro *lo invita a asistir a una reunión pública virtual para conocer más sobre el proyecto y proporcionar sus comentarios. Se están llevando a cabo reuniones públicas para juntar comentarios para informar el desarrollo del borrador del informe de impacto ambiental durante el período de alcance del 30 de noviembre de 2021 al 11 de febrero de 2022.*

Martes, 7 de diciembre de 2021, 11:30am–1:30pm
Webinar Link: bit.ly/SepulvedaDec7
Webinar ID: 919 0173 3110, Passcode: 819995

Martes, 11 de enero de 2022, 6-8pm
Webinar Link: bit.ly/SepulvedaJan11
Webinar ID: 964 8792 4301, Passcode: 550195

Sábado, 22 de enero de 2022, 10am-12pm
Webinar Link: bit.ly/SepulvedaJan22
Webinar ID: 999 3010 8496, Passcode: 270559

Número de llamada para las tres reuniones: 669.900.6833

Obtenga información sobre el proyecto y proporcionar comentarios en cualquier momento en metro.net/sepulvedacorridor.

CONTACT US / ***CONTÁCTENOS***

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x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

All Metro meetings are accessible to persons with disabilities. Spanish translation provided. Other ADA accommodations and translations available by calling 213.922.7375 at least 72 hours in advance.

Todas las reuniones de Metro son accesibles para personas con discapacidades. Se proporciona traducción al español. Otras adaptaciones y traducciones de la Ley para Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) están disponibles llamando al 213.922.7375 con al menos 72 horas de anticipación.

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Appendix P. Additional Outreach Efforts

Sepulveda Transit Corridor Extended Outreach Conducted During Scoping

Organizations	Called	Sent Email
Alta California Elementary	x	x
Andres and Maria Cardenas Recreation Center		x
Apostolic Worship Center (AWC)	x	x
Arleta High School	x	x
Arleta Neighborhood Council		x
Baldwin Hills Conservancy		x
Baldwin Hills Estates Homeowners Association		x
Beachy Elementary School	x	x
Bert Corona Charter High	x	x
Bienestar Human Services		x
Boys & Girls Club of San Fernando Valley		x
Branford Recreation Center		x
Burton Street Elementary	x	x
Cal Burke High School	x	x
Canterbury Avenue Elementary	x	x
Charles Maclay Middle	x	x
Chase Street Elementary	x	x
Cheviot Hills Homeowners Association		x
Chicas Mom Inc		x
Crossway Church of the San Fernando Valley (formerly SFVHC)	x	x
Culver City Chamber of Commerce	x	X
Culver City Council of Parent Teacher Association	x	X
Culver Crest Neighborhood Association		x
David M. Gonzales Recreation Center		x
El Nido Family Center	x	x
El Proyecto Del Barrio Headquarters		x
Fenton Primary Center	x	x
Foothill Trails District NC		x
Fox Hills Neighborhood Association		x
Girls Athletic Leadership School Los Angeles	x	x
Greater San Fernando Valley Chamber of Commerce		x
Guardian Angel Elementary	x	x
Haddon Avenue Elementary	x	x
Hillery T. Broadous Elementary	x	x
Hope of the Valley Rescue Mission		x
Hubert H. Humphrey Memorial Recreation Center		x
Iglesia Ni Cristo - Locale of North Hollywood	x	x
Initiating Change in Our Neighborhoods Community Development Corporation (ICON CDC)		x
Khalsa Care Foundation / Khalsa Food Pantry	x	x
Liberty Temple Church Of God Arleta	x	x
Liggett Street Elementary	x	x
Mar Vista Neighborhood Association		x
Mary Immaculate Catholic Church	x	x
Mary Immaculate Elementary School	x	x
Meet Each Need with Dignity (MEND)		x
Michelle Obama Elementary	x	x
Mid Valley Intergenerational Multipurpose Center		x
Montague Charter Academy	x	x
Motor Avenue Improvement Association	x	X
National Career College	x	x
North Valley Occupational Center	x	x
North Westdale Neighborhood Association		x

Oasis Foursquare Church	x	x
Pacoima Branch Library		x
Pacoima Charter School	x	x
Pacoima Middle	x	x
Pacoima Neighborhood Council		x
Palms Community Neighborhood Watch	x	X
Panorama Baptist Church	x	x
Panorama City Branch Library		x
Panorama City Elementary	x	x
Panorama City NC		x
Panorama HS	x	x
Panorama Mall		x
Panorama Park		x
Panorama Presbyterian Church	x	x
Plaza Comunitaria Sinaloa		x
Plaza del Valle		x
Primary Academy for Success	x	x
PUC Inspire Charter Academy	x	x
Ranchito Avenue Elementary	x	x
Ritchie Valens Recreation Center		x
San Fernando Valley Hongwanji Buddhist Temple	x	x
San Fernando Valley Japanese American Community Center		x
Santa Monica Chamber of Commerce	x	X
Sara Coughlin Elementary	x	x
Sepulveda Recreation Center		x
Sharp Ave Elementary School	x	x
South Mar Vista Neighborhood Association		x
SOW Collective Backyard Farm		x
St Genevieve High School	x	x
St. Genevieve Elementary School	x	x
St. Jude Nursing School	x	x
St. Nicholas Georgian Orthodox Church in Los Angeles	x	x
Telfair Avenue Elementary	x	x
The Plant Shopping Center		x
Valley Crossroads Seventh-day Adventist Church	x	x
Valley Indoor Swap Meet Panorama City		x
Valor Academy Elementary	x	x
Vena Avenue Elementary	x	x
Venice Chamber of Commerce		x
Village Green	x	X
Vista Middle	x	x
Westdale Homeowners Association		x
Westside Village Homeowners Association		x
Westside Village Neighborhood Watch		x

Appendix Q. Public Scoping Comments

Appendix Q-1. Matrix of All Public Comments

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		91601	No	11/30/2021	The monorail transfers will be awful and much less direct than the heavy rail options, as well as being slower and having less capacity. Just don't do monorail.
	Los Angeles	90034	No	11/30/2021	In order to be time competitive with vehicle travel on the 405, I hope that this line operates at high speed and high frequency under the Santa Monica Mountains. Therefore, I believe the automated metro alternatives presented are better for this important regional connection. Also, not matter what the technology used, not having a direct connection with UCLA would be an incredibly missed opportunity. Therefore, alternatives 4-6 are preferable.
	los angeles	90020	No	11/30/2021	What I like is any of the HRT options. I have read extensively about both the monorail and HRT options via the several documents found on the Metro website and find that the monorail's capacity would be extremely limited, especially in the future. Also, a route following the 405 would be tough to access for most. I grew up taking the C line and it was loud because of the highway traffic and difficult to get to due to highways being some distance away from all homes and businesses. HRT seems to be the best option, particularly Alternative 4 in which it is above ground in the valley and runs parallel with the future van nuys blvd light rail line, creating new stops that aren't shared with the planned van nuys LRT. The direct connection with the D line at westwood and wilshire also seems to be extremely important and should have a large capacity. Also, any of the HRT options would have a fleet of trains that could be interchanged with the B and D line. The 405 sucks to drive through, it is always backed up and any of the HRT options seems to be the best alternatives to alleviate traffic
	Beverly Hills	90211	No	11/30/2021	Lets do this right. Heavy Rail, Alternative 5 looks like the best option. In fact, an additional stop should be added for the Getty.
	Culver City	90232	No	11/30/2021	I like the idea of the project. It is about time we have a train that travels north and south. My question is, why wouldn't you add a stop at Mulholland? There are many schools there, a university, a museum, and a temple. In addition there are many domestic worker that work in the area that use public transportation. It seems like a logical choice to add a stop. Please let me know is this was considered and why it would not be an option. Thanks.
		90024	No	11/30/2021	I would strongly encourage a bicycle path along the pass. I ride this quite often and literally almost die or get injured every other time. I have received buy in from the Beverly Crest homeowners association a few years ago, but gave up after meeting insurmountable resistance from the councilmember's office of that district. It is so inexpensive compared to non-bicycle infrastructure and is completely ridable even if you are not strong with an electric bicycle. Please consider saving lives, encouraging a truly sustainable transportation, and help us remove this obstacle for generations to come. Please feel free to ask any questions if you do not believe this is possible. I have done traffic studies and tons of research, in addition to personal experience. It is time to reward those who choose, health, do not destroy roads with our vehicles, and are trying to contribute to the espoused goals of our residents.
	Los Angeles	90037	No	11/30/2021	This project SHOULD NEVER be heavy rail or arial or skyway! The ONLY proper type of rail MUST BE LIGHT RAIL. Light rail can be constructed faster and with less cost. It MUST be the ONLY type of rail considered. We DO NOT need anything that is Chinese made! We need to be giving more weight to TOTALLY AMERICAN COMPANIES! Build American MUST BE a priority! Stop this insane idea of heavy rail or monorail AT ONCE!
			No	11/30/2021	Thank you for these workshops. The big features I support are use rail – not existing roadways -- to prevent slow-downs when roadways are clogged use elevated or underground – the places where existing light rail cross roads lengthen trips in unpredictable ways maximize how many stops so the most communities can easily take advantage of it facilitate transportation from stations to nearby regions
	Van Nuys	91411	No	11/30/2021	I strongly support "Alternative 6." That's the fastest option that will allow us to build the capacity we need for the future of Los Angeles. We should also be considering an option that will allow us to integrate with the Purple line in Westwood. The Sepulveda pass transit corridor requires a bold approach if we are to make a difference in reducing congestion on the 405fw. The monorail option lacks the capacity required to accommodate the expected riders of the future.
	Sylmar	91342	No	11/30/2021	I am in firm support of the heavy rail alternatives for this project. Metro should not be introducing monorail technology that has multiple disadvantages to heavy rail and does not service UCLA area as successfully. It also goes against Metro's own planning best practice to no longer make rail attached to freeways. It's not possible for Metro to acknowledge that freeway stations are both poor planning and the best solution here. Further, I support the rail going toward Bundy and to destinations west of the 405 as it makes its way south toward LAX. There are numerous commercial and residential clusters worthy of service that, again, do not have the 405 freeway taking a major portion of the walking radius.
	LOS ANGELES	90064	No	11/30/2021	What I suggest is money be saved by NOT tunneling. $9B? You know, just like the High speed rail fiasco, it will cost 50-100% more. Why not use the median of the 405 just like the AirTrain did from JFK to Jamaica? Elevated. You can adjust the height of the pylons to handle the steep grade so the trains can handle it. In 1992 dollars, the Air Train cost $2.6B for 8.1 miles. For the same mileage at double the cost of the Air train you could do so quicker, cheaper and more efficiently. My two cents. Good luck. Hope I am still alive by the time you finish it. Los Angeles, CA
		91343	No	11/30/2021	I am a retired native of the San Fernando Valley. This project is long overdue. I have waited a lifetime for the option to take public transit to the westside & beyond. This would also be a good option for those in the Valley to reach LAX or the beach faster if using public transit.
	Sherman Oaks	91403	No	11/30/2021	Purpose is to cut down on traffic and commuting time thru the 405 corridor- Alternative-A monorail between the North and Southbound lanes originating at the 118 Fwy with parking lot stops at several major cross streets in the Valley such as Sherman Way, Victory, Burbank Blvd etc and stops on the Westside as well. Environmental issues- Noise pollution during construction and above ground rails-especially for neighborhoods Such as Sherman Oaks along Sepulveda which is one of the proposals. What I like-underground tunnel idea that removes any noise pollution once completed. What I wish- Complete Underground tunnel From the North Valley then turn South along Van Nuys Blvd (the major North/South business route), then under the mountains to UCLA and beyond. Nothing above ground except parking structures to board (think subway). What I suggest- Give the people of the Valley the same respect and consideration as Metro does the Westside. In other words, do you think an above train in any form would ever run thru Beverly Hills and the Westside? No. Thank you for your time-

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90049	No	11/30/2021	I feel the most practical and less intrusive approach would be to have a monorail down the 405 to Sunset or Wilshire. I believe that one of your drawings shows the monorail going underground at the Getty parking entrance, across from the temple. That is a terrible idea, it will destabilize the hill where there are many homes. Thank you.
	Los Angeles	90057	No	11/30/2021	The chosen alternative MUST serve UCLA's campus and Westwood Village directly. Alternatives 1 and 2 should be off the table for this reason. The chosen alternative should not include stations that are in freeway ROWs. These demoralize transit riders and discourage ridership. The alternative should be direct, logical, and user friendly. For these reasons, I prefer Alternative 6. It is direct, logical, does not demoralize riders, and serves UCLA directly.
		91604	No	11/30/2021	Choose Alternate 6 - the heavy rail that goes under Van Nuys Blvd the whole way to its connection w northeast valley. The project MUST be underground for its entirety.
	los angeles	90015	No	11/30/2021	Honestly, this looks all like too little too late. Not until 2057? What a joke. Why can other countries get their public transportation together but LA just can't? It any of these are going to be like what we currently have the quality is going to be just as shitty as someone who ride public transportation for almost 5 hours a day for commuting. I hate the HOV lanes. ANd I don't even drive. I hate the smart pass lanes that are put in. Why late another company profit off of us? what ever option is picked once again it is too little too late. All of the plans are sad and underwhelming when it comes to what we need. What a shame.
		90277	No	11/30/2021	I strongly support the project and its goals. In reviewing the proposed alternatives, Alternative 3 uniquely meets the critical connectivity to the UCLA Campus/Medical Center and the Getty Center in a way that creates a significant benefit to both regular commuters and to the Tourist industry of the area. By simplifying connections to these two critical destinations, this alternative is best positioned to ease traffic along both the 405 and sunset, creating an attractive alternative to car trips in and out of the Westwood campus, and the adjoining Medical center. Medical Center connectivity is particularly important to simplify, as MedCenter visitors are often mobility impaired. Combining Alternative 3 with an accessibility shuttle joining the MedCenter to Gateway Plaza would be a breakthrough in accessibility to medical care for our community. While each alternative has its advantages, Alternative 3 creates critical connections that will make the new line not just a viable option, but the strongly preferable option for accessing The Getty Center, UCLA Med, adn UCLA Campus sites from North or South.
	Los Angeles	90034	No	11/30/2021	I am writing in support of the Sepulveda Transit Corridor project. For everything Los Angeles has, it is completely lacking a viable route from the Westside to the Valley. A "subway" style train or elevated rail would be excellent in both alleviating 405 traffic and gives those without a car another option in getting to the Valley. Speed of the train should be considered a major factor, second only to safety. 20 minutes between both Valley and West LA stations would be an ideal to strive for as it would entice commuters who normally travel by car and sit in daily traffic. While a train or rail should be top priority, a paved and protected bike path should also be considered as it offers an even greener option for those wanting to travel to the Valley or Westside. Where would this bike path go? Sepulveda goes north-south along the 405 corridor and would be the most logical starting point. Offering a path that is a safe distance from Sepulveda (and protected by a concrete barrier) would encourage riders of all ages to commute by bike. Bikes produce 0 C02 emissions unlike all other mechanical forms of transportation, getting LA closer to going fully green in the years to come.
	Santa Monica	90401	No	11/30/2021	A UCLA station is essential for the high passenger volumes there; A Getty Center station is NOT needed: Very few people visit the Getty. A station there would do nothing but slow speed for all riders; Please select heavy rail subway, NOT elevated monorail. The monorail stations are not convenient and will reduce ridership. Freeway median routes always have lowest ridership, like Green, Gold and Silver, and in other cities. The interim terminus should be Westwood Village purple line station, with next stations at Santa Monica Boulevard and Expo.
			No	11/30/2021	Hello, I am an LA citizen and I am concerned the monorail will be a waste of time and money compared to the more efficient heavy rail. Beyond that, monorail maintenance is more costly and I'd rather that money go toward other necessary rail options.
	Los Angeles	90046	No	11/30/2021	The chosen alternative MUST serve UCLA's campus and Westwood Village directly. Alternatives 1 and 2 should be off the table for this reason. The chosen alternative should not include stations that are in freeway ROWs. These demoralize transit riders, expose them to horrific air pollution and diminish the quality of the transit riding experience, which discourages ridership. The chosen alternative should be direct, logical, and user friendly. For these reasons, I prefer Alternative 6. It is direct, logical, does not negatively affect riders, and serves UCLA directly.
			No	11/30/2021	I am writing in opposition to any configuration that uses Monorails, particularly ones along the freeway. Nonnegotiable: The line must have at least one UCLA stop. It's a huge school and job center. A line that bypasses UCLA is delusional. As a rider of the Green and Silver lines, which run along freeways, I can tell you that it is miserable to wait on a freeway median for transit. Moreover, getting to stations in the middle of freeways is inconvenient, unpleasant, and dangerous. NO MORE FREEWAY TRANSIT ROUTES The point of transit is to move a lot of people, not to drive us into cars. The route should be directly near homes, jobs and services that people access daily. We already run heavy and light rail. We do not need to run a third rail system. KISS. I prefer heavy rail along the routes of Alternatives 4/5 or 6. I prefer route 4/5 because it gives a second N/S high frequency corridor in the SFV. I know that, to save money, you want to put part of the route above ground. But, consider equity. The population density of Van Nuys and Sherman Oaks greatly exceeds that of Bel Air. The SFV is also higher elevation than the Westside. If we are to justify undergrounding part of the route, then tunnel under between the Expo line and UCLA. Then go aerial through Bel Air and then tunnel on the SFV side. Remember, the route of alternatives 4-6 go very close to dense apartment complexes. Many people are going to be affected by brake and rail noises. Bel Air is so sparsely populated. Unless they were to significantly upzone Bel Air and build dense apartments there, like in Sherman Oaks, let Bel Air deal with the noise.
	Los Angeles	90045	No	11/30/2021	Monorail is not the answer! Heavy rail all the way!
		90026	No	11/30/2021	Please do not build the monorail options. Will not carry enough people. Transit in the middle of freeways makes public transit less desirable. Failing to directly connect to UCLA makes no sense. I prefer option 4– the heavy rail hybrid aerial and underground mix.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90068	No	11/30/2021	I think the interactive presentation helped me to more clearly understand the project scope. Bravo on that. I certainly hope the "no option" doesn't happen. Fan of the monorail option. The Metro facilities video was super helpful too and so glad that LEED standards are applied to that construction.
	Agoura Hills	91301	No	11/30/2021	Options 1 or 2 seem best to me because the aerial aspect provides: a) lower cost than underground; b) constant visibility and reminders to people stuck in their cars on the freeway; c) easy access to UCLA without re-routing the system away from the main route and causing increased commuter times. The "No Project Alternative" option seems to me to be a complete failure, as it does relatively nothing to move people from the West and Central Valley areas to the Westside, which is the major commuting corridor I thought this project was trying to help. No one in their right minds would give up their cars for a route that goes all the way East to downtown and then back west again to the 405 corridor.
		91401	No	11/30/2021	I like all the options involving monorail and heavy rail systems because it would make travel times more consistent and provide reliable transportation. With an increase to public transportation, we can expect fewer accidents on the 405 and therefore less congestion. I don't think creating Express Lanes would be equitable for the community because it essentially puts faster travel under a paywall.
	Sherman Oaks	91411	No	11/30/2021	I live in the San Fernando Valley and we need a direct form of transportation to LAX. Not through Union Station or through 2-3 connecting lines.
	Aliso Viejo	92656	No	11/30/2021	Please do not pick the monorail for the Sepulveda Transit Corridor project. It is essential that UCLA is served by the project without requiring additional modes. This decision would have a long lasting and major impact on the success of the project which would be nearly impossible to reverse in the future. Heavy rail would guarantee the projects success in terms of future proofing, ridership capacity, reliability, and long term cost. This project will be one of the most significant infrastructure projects of the entire socal region, alternative 4 makes the most amount of sense for this project. Thank you for your time.
	Arcadia	91007	No	11/30/2021	I believe in order to quickly alleviate the issues with the 405 corridor requires the shortest and quickest path which makes Alternative 5 or 6 the most favorable. While being the shortest path, Alternative 6 gives options in the form of a multimodal solution for both local and express service in and around the Van Nuys Blvd Corridor. Alternative 5 however, gives Metro the ability to tap into a population that is 405 ADJACENT as opposed to funneling them onto the freeway. Simultaneously I believe that most of monorail alternatives feel more like band-aid solutions in terms of having a major transit corridor. Not to mention, 2-3 minute peak frequencies at the expandable capacity of the automated line will also release Metro with the issue of having to find drivers especially during a time like this. While I do not live in the corridor, I have driven it and I make it my utmost responsibility to never enter the freeway between US 101 to Interstate 10 because of the utter annoyance the freeway is there. I wish that the solutions Metro provides can efficiently reduce cars off the road and one as important as the Sepulveda pass should not be squandered! Also let's be clear, Alternatives 1 and 2 should be taken off outright because why should this project rely on vestigial first/last mile intervention to make the project viable? If that is the case, what is the point of building the Regional Connector and championing it as a one seat funnel solution to cross East to West and North to South? Do we say to people trying to reach the Westside that their convenience and time is not important? Lastly, I suggest that what solution you choose, you should choose the one that gives people the least amount of headaches; in other words, plant the tree whose shade you may not sit under.
	Los Angeles	90049	No	11/30/2021	My wife and I live on the west side of Acanto Place, abutting Sepulveda Blvd. We are greatly concerned about the one proposal that brings a monorail system on the 405. It was a nightmare living here during the widening of the 405 which took place several years ago. The thought of construction noise and then compounded by the monorail is horrifying. Further we anticipate that the value of our home will drop like a stone. What ever happened to the proposals to go under Bel Air? Too many rich and powerful people opposed it so those of us living in this area lose by default. We support the need a better connection between West LA and the Valley but why must we suffer again?
	La Cana	91011	No	11/30/2021	Not monorail. This is the busiest tranist corridor in the state. We need heavy rail, and should not do a monorail solution that will not serve long term needs. UCLA must be directly served w/o a transfer
	Los Angeles	90005	No	11/30/2021	Hello, I ride the metro very often around LA County. My suggestion for the sepulveda rail line is to make it a heavy rail, subway. The most frustrating part about metro is how some lines are slow. Having The Sepulveda pass be underground would make it more desirable to use it.
	San Fernando	91340	No	11/30/2021	As a resident of the City of San Fernando, I want to ensure that this projects aligns with the East San Fernando Valley Corridor as much as possible, this might be more effective with Alternative 6.
	Glendale	91207	No	11/30/2021	I support this project as a heavy rail corridor similar to the B and D (Red and Purple Lines). I support a station on UCLA's campus or very close, as an alum of the school. I do NOT support this project as a monorail (by BYD) project, I also oppose freeway stations where avoidable. I suggest one of the alternatives that uses Heavy Rail technology, and avoids freeway stations, such as alternatives 4-6. I suggest minimizing the need to transfer to reach key long term immovable destinations, I suggest building in headroom for future ridership increases, and using technologies already used in the County's systems, to reduce needing novel maintenance down the road, such as for monorail. I suggest planning to avoid headaches in the future by using non-standard to the region technology. Thank you.
	Sherman Oaks	91423	No	11/30/2021	Thank you, Metro, for doing this. I am strongly in favor of building the Sepulveda Transit Corridor as quickly as possible. Alternative 6 (Heavy Rail) is by far the best option here. It is the most direct route, and it can carry the most passengers. A station at Van Nuys Blvd. / Ventura is centrally located. It can draw passengers from both the east and the west. (All of the other plans along Sepulveda Blvd are cut off by the 405 to the west, and they are too far for passengers coming from the east.) Van Nuys Blvd. / Ventura has a better chance over time to become a built-up and walkable destination than Sepulveda / Ventura ever will. Thanks again! Build, build, build!

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	Los Angeles	90057	No	11/30/2021	I need the trains and public transport to get to work and to get around the city. Covid has made public transport a must for me since I cannot afford a car. These metro expansions keep me able to go to work, explore the city, visit friends and just be able to get around on a day to day basis, much like it does for thousands, if not millions, of other Los Angelinos.
			No	11/30/2021	Please please please DO NOT even consider alternative options 1, 2, or 3. They are an embarrassment. Alternatives 4, 5, or 6 would be great! Heavy rail with high frequency is the best option. We need an interconnected Metro system that people want to ride. I think more effort needs to be put into convincing car drivers to ride Metro and also making Metro a simple and enjoyable experience. Every executive at Metro needs to ride Metro regularly, if not every single day. We can do better. In the time it will take for us to hem and haw over this one line, that likely would never be complete for decades, other major cities can build half a dozen or so. Thank you for your time.
	Los Angeles	90011	No	11/30/2021	We must use options 5 or 6 because of the station on UCLAs campus. The monorail option is a waste of tax payer money because of the constant transfers students would have to make.
	West Hills	91304	No	11/30/2021	Alt 2. Nothing underground.
	Lake Balboa	91406	No	11/30/2021	Love the project and want to support the heavy rail/underground options as a homeowner in the area. The monorail options, located in the middle of the freeway, are not ideal as a regular public transit rider.
	Los Angeles	90027	No	11/30/2021	As a former UCLA student and longtime Westside resident, I am very excited by the prospect of Metro bringing mass transit to the Westside. I am writing to express that Metro would be making a huge mistake by selecting a Sepulveda corridor transit option that does not provide a direct link to UCLA's campus. Students are an important asset to the Los Angeles region and the vast majority of them are transit-dependent. Further, the cost of housing in the immediate vicinity of Westwood pushes many students outside of the neighborhood, further clogging our streets with automobile traffic or leaving students to rely on long bus commutes. Even for students who live in Westwood, giving students a convenient transit connection to the rest of the city would be a huge boost both for the student experience and the economic development of the region. In addition to the tens of thousands of students on campus daily, UCLA and its medical center form a massive employment center. Connecting the campus to Valley, the rest of the Westside, and ultimately to the purple and Expo lines is absolutely crucial to reduce car-dependence, air pollution, and traffic deaths in LA. I urge Metro to eliminate from future consideration all options that do not provide a direct link to the UCLA campus. (A spur or shuttle does not suffice, by the way. There are already plenty of options from several transit operators if someone wants to sit in a bus stuck in traffic on Wilshire or Westwood.)
	Los Angeles	90031	No	11/30/2021	I'm an absolute hard "no" on alternatives 1-3. The path and stations in the middle of the freeway are a non-starter, and an offense to people who actually use transit, and a station at Getty is a huge waste of money. Alternatives 4-6 all seem good. The stop in Westwood is absolutely essential. Terminating at Bundy seems marginally better than Sepulveda, but doesn't matter too much either way.
	Van Nuys	91406	No	11/30/2021	I am a new resident of Van Nuys, who moved to Los Angeles to work at UCLA. This project is long overdue. The 405 is an absolute nightmare for commuters, and the reason traffic is so terrible is because there are presently no viable alternatives to driving. I would gladly ride public transit if anything were available at a reasonable cost, and which didn't involve commuting all the way around the city. I would urge a direct connection to UCLA, rather than via a transfer, since that is a major commuting destination for folks from the valley, and it goes without saying that the line would need to avoid 405 traffic, either by travelling above or below it, otherwise what's the point? Alt 4 or 5 seem like the best options, but honestly, it's whatever can be delivered in a reasonable timeframe, given the pressing need for this to be up and running.
	Sherman Oaks	91403-3809	No	11/30/2021	I would prefer to see all transit of Heavy Rail under ground as above ground train noise is completely unacceptable as a noise concern for residents near tracks and stations. As such, the only alternative I don't like is #4. If the monorail alternative is super quiet, then having drivers on the 405 see the speed and regularity of the vehicles above them may move them to get out of their cars. I appreciate the efforts being made and wish we could see this line go all the way to LAX as soon as possible.
	Los Angeles	90006	No	11/30/2021	I suggest that we ensure that any proposed transit corridor go through UCLA as it is a huge source of ridership, and has many other modes of transit connecting there as well. It's a major destination and not including it will hamstring the effectiveness of the entire route. Thank you.
	Burbank	91505	No	11/30/2021	What I like about the project: Its purpose is sorely needed, every car taken off the 405 allows for quicker travel of vehicles that need it (i.e. ambulances, fire trucks) and less pollution, wasted space, money spent by those who need to travel between the valley and west side, etc. What I wish would happen is for monorails to be removed from the proposals. All of them. UCLA needs to be served directly and I believe that any transfer situations are a waste of resources. What I suggest: Solutions 4 or 5. 6 is acceptable as well, but my thinking goes the more streets are served by rail transit, the better.
		91343	No	11/30/2021	I strongly suggest that the heavy rail option is selected for many reasons, including: 1. Capacity - we need a system with the largest possible capacity to plan for future growth. 2. Interoperability - the planned system should be compatible with the current system for reasons of cost, convenience, and simplicity of maintenance. Having an unified system is an advantage for WMATA (DC Metro), because any train can run on any line, and trains can be shifted to each line as needed or rerouted. 3. Complexity - having the same system and same infrastructure massively simplifies later maintenance, upgrades, and compatibility compared to operating two different types of systems. 4. Transfers - having the same type of system means that it is easier for people to transfer to and from this line to other lines as well as travel to different destinations.

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	Los Angeles	90034	No	11/30/2021	Given the huge pull that UCLA has, the Sepulveda Transit Corridor should include a UCLA station, rather than tacking-on something like bus service. Alternative 1's use of bus shuttle makes it an insufficient and incomplete transit solution. Alternative 2 and 3's aerial alignment along the 405 corridor makes for a poor rider experience, and opens the project to potential dangers due to automobile traffic (like the Gold Line). What I like about Alternatives 4, 5, and 6 are the separation from the 405, and a legitimate UCLA stop. We don't get many chances to transform the climate and mobility future of LA -- please keep doing this good work, and pick the solutions that best position transit as a better alternative to private automobiles!!
	Los Angeles	90064	No	11/30/2021	I would like to comment in opposition to alternatives 1-3 since they would have stations in the middle of a freeway. As someone who lives right next to Sepulveda, this would be an easy way to ensure no one uses it. I would like to comment in support of alternatives 4-6 since they avoid freeway stops. I especially like options 4 and 5 because of the close connection to the E line.
	Huntington Park	90255	No	11/30/2021	It is critical for new, high-capacity rail service to have a stop at the University of California, Los Angeles (UCLA) campus in Westwood. It is no exaggeration to say that the campus represents the largest pool of potential riders anywhere along the Sepulveda corridor scoping and study areas. Moreover, I urge Metro to consider rider experiences when siting future stations, with a priority on stations near amenities, jobs, and housing. It is unacceptable to situate future stations within freeway rights-of-way (ROW) that cocoon riders around automobile infrastructure.
	Santa Monica	90405	No	11/30/2021	UCLA needs a stop on campus. Any project which does not accomplish this should be eliminated from consideration. I prefer alternative #6. Second choices would be #4 and #5. Alternatives #1 - #3 do not satisfy the region's needs.
	North Hollywood	91601	No	11/30/2021	I think this is a phenomenal idea that is sorely needed for LA! So many incredible cities across the globe have railway systems that allow transportation for both locals and tourists visiting from airports to the local areas and beyond. After overseas travel, I felt that ours was so severely lacking, we should be ashamed of it. As long as the railways do not misplace the homes of POC and low income neighborhoods, I'm all for it. I would suggest making the signage multi-lingual beyond just Spanish, so that all who call Los Angeles home and those who visit can navigate with ease. I'm so happy about this!
	Los Angeles	90028	No	11/30/2021	There needs to be a stop at UCLA, and monorail is not the answer. Against alternatives 1-3. In favor of alternatives 4-6. Heavy rail and underground will have better speed and capacity, and will better suit riders' needs.
	Altoona	16602	No	11/30/2021	What I wish is that you choose any three of the heavy rail alternatives. Monorail would carry less people at max, be a completely different system than what you already have in the LA Metro network, and would be done by BYD, a company with a record of incompetence and corruption. Do what's best for LA and choose a normal heavy rail subway to rival the likes of New York and Boston, not some fancy but untrustworthy monorail. Here is a video done by a very talented LA transit fan for more: https://youtu.be/xJdbCgVkH3w
	Los Angeles	90064	No	11/30/2021	As a homeowner in West LA this project should be integrated into job rich, commercial and dense residential areas from the valley to West LA. If this project attempts in anyway to incorporate itself into or near the freeway we will sit around in 20 years and wonder why we spent billions on a low ridership line that ONCE AGAIN accommodated the private automobile. For the sake of Los Angeles, our people and our future residents do this the correct way by integrating it into our communities and ignore the loud voices of the already privileged who will try to push this onto the 405 and sabotage the entire effort. I implore you with everything in me to attempt to make up for the mistakes of the past which harm us daily. Thank you.
	Tarzana	91356	No	11/30/2021	I've lived in the valley my entire life and this is one of the greatest needs that I see for the valley and Los Angeles. It is absolutely vital that this project be heavy rail, with stops at the Getty, and UCLA. I almost don't care whether it is underground or mixed or completely aerial, it is of upmost importance that this is heavy rail. Monorail selection for this corridor would be a multigenerational mistake for the city of Los Angeles, and one that history will not judge kindly. Everyone is in agreement: heavy rail is the best method for this corridor at this time, and not doing it to save costs would be detrimental. No doubt it will be expensive but it is an investment of which the impact & importance is immeasurable. Thank you
	Los Angeles	90024	No	11/30/2021	I want to provide my strong support for alternatives 5-8. The underground stations at UCLA will provide a huge boost to service at a campus that sees foot traffic of 30,000 people every day. Many of these are students who cannot afford to park and retain a car while living on campus or in North Westwood Village, so they have few transportation options to enter the Valley. On another note, alternatives 1-4 include stations at the Getty museum and at Highway 101, which will provide low quality service and low connectivity to desired destinations. If Metro moves forward with alternatives 1-4, I would suggest that stations that would serve more people would be considered.
	Hermosa Beach	90254	No	12/1/2021	I suggest alternatives 5 or 6 because transfers are easier and I would need a stop at UCLA for me to use this line.
	Los Angeles	90034	No	12/1/2021	I am very excited about the prospect of a heavy rail Sepulveda Transit Corridor. Despite neither me or my neighborhood (Beverlywood) directly benefitting from it, I know it would be of enormous benefit to the city and region. However, I strongly oppose the monorail proposed in Alternatives #1-3. We need as high density, fast moving, and accessible a rail as possible, and that means a largely underground, true-subway, heavy rail. Moreover, we should take this opportunity to maximize the benefit to all of our communities, so we should have a close, walkable connection to both UCLA and the Purple Line, preferably with an explicit station for the former and sharing a station with the latter. Thank you for your time. Sincerely,
	Los Angeles	90013	No	12/1/2021	The monorail options in proposals 1-3 will not sufficiently serve the communities and would flush a great deal of money. Option 6 is the best available proposal for networking the city.

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		90046	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Los Angeles	90028	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
			No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Los Angeles	90029	No	12/1/2021	The chosen alternative MUST serve UCLA's campus and Westwood Village directly. Alternatives 1 and 2 should be off the table for this reason. The chosen alternative should not include stations that are in freeway ROWs. These demoralize transit riders and discourage ridership. The chosen alternative should be direct, logical, and user friendly. For these reasons, I prefer Alternative 6. It is direct, logical, does not demoralize riders, and serves UCLA directly.
	Los Angeles	90029	No	12/1/2021	Please immediately eliminate all monorail propositions. They are against the best interests of LA transit riders and will set us back by decades.
	Los Angeles	90027	No	12/1/2021	A monorail is a disastrous idea. I know LA2028 Olympic boosters are pressuring you, but there's no way that it will impact Angelenos' lives in a positive way. Heavy rail is the only option that will serve the city. Please stop making back room deals with a corrupt travel company that constantly over promises and under delivers.
	Los Angeles	90029	No	12/1/2021	Please immediately eliminate all monorail propositions. They are against the best interests of LA transit riders and will set us back by decades.
	Los Angeles	90026	No	12/1/2021	Nobody wants a monorail. What we want is HRT with a connection at UCLA and connection to the Purple Line.
	Los Angeles	90034	No	12/1/2021	I'm writing to support options 4, 5 and 6 for the Sepulveda Transit Corridor. These are all acceptable options given that they're High Rapid Transit with stops at UCLA and connection to the Purple line. We do NOT want a monorail! We want an HRT option with connections to Purple line and a UCLA stop.
	North hollywood	91605	No	12/1/2021	No monorail !!!!, yes HRT
	Venice	90291	No	12/1/2021	What I like are alternatives 4-6. Heavy rail is a must to optimize spend, capacity and user throughput. A UCLA station is a No brainer. What I suggest is fast-tracking congestion pricing not just for the corridor, but the broader swath of thoroughfares in the region not only to manage use but fund mode shift investments and accelerate future projects forward. What I don't like is the fact that monorail has made it this far into the process. Metro even considering such a substandard product AND allowing to advance a set of plans that have stations (and a line) in the middle of a freeway after several failed Metro line builds displays how clueless and out of touch many at Metro are. The culture at Metro is clearly backwards and outdated and needs to change as quickly as the climate is.
	Los Angeles	90035	No	12/1/2021	Do not build a monorail. Options 1-3 must be thrown out. Having a monorail on this route would set public transit back decades. Listen to the transit advocacy groups and neighborhood residents like me who URGE you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA.
		90004	No	12/1/2021	Do not build a monorail. A monorail would set public transit improvements in LA back decades. We need HRT and we need it to connect UCLA to the Purple Line. I work and the area and would use this on my commute, a monorail would be next to useless for me and everyone I know.
	Los Angeles	90012	No	12/1/2021	This is a hugely important transit line. I am begging -- BEGGING -- you to not use the monorail alignment that has been proposed. I don't think the monorail vs. heavy line mode matters that much, but it's crucial that the line go through walkable neighborhoods, have easy transfer connections to the G, D, and E lines, and have a station on UCLA's campus. The monorail alignment does none of those things. It puts stations immediately adjacent to the freeway, something we already know from the C and L line reduces ridership. It moves the line in the Valley away from areas where there are numerous walkable destinations. It creates "transfers" to the G and E Lines that require walks of 1,000 feet or more. And it misses UCLA, one of the biggest commuting destinations on the whole Westside. Again, the question of the exact kind of train used on the line is less important than where the train goes. If the monorail project is modified so it is actually useful and creates easy transfers, that's great. But so far it seems like Metro spent years working out a great alignment through your scoping process and then suddenly are ready to turn around and throw that out for a much worse one to save a little money. Throwing billions at a line with poor connectivity is worse than not building at all in my opinion.
	Los Angeles	90005	No	12/1/2021	I would love it if alternative 4, 5, or 6 is chosen. Heavy rail is the way to go for this project. The ability to carry more people and further expand capacity down the road is invaluable. Please choose alternative 4, 5, or 6. Do NOT do a monorail. Do NOT do alternative 1, 2, or 3. The monorail does not allow for easy expansion of train cars. The monorail holds less people per car. Alternative 1 and 2 have an awful connection to UCLA.
	Los Angeles	90068	No	12/1/2021	Please ditch the three monorail options. The Sepulveda line is set to become the county's most ridden line, and will be a game changer for the metro system if implemented correctly. The project simply MUST be heavy rail. Monorail is unsuitable for the projected level of ridership.
	Los Angeles	90035	No	12/1/2021	I have been looking forward to the day that I can take a safe and reliable subway to UCLA since I first started graduate school there 15 years ago. To see that the plans now include monorail options and those that won't stop close enough to campus is extremely disappointing. UCLA workers and students need reliable public transit. Please, please do not give us an inaccessible monorail instead. I encourage you to pick option 4!
	Glendale	91204	No	12/1/2021	Please do not build a monorail. Options 1-3 should be discarded. I URGE Metro to pursue heavy rail with a stop at UCLA.
	San Marino	91108	No	12/1/2021	Options 1-3 are awful and not in the best interest of neighborhood residents. WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line. The Sepulveda Transit Corridor must connect to the Expo Line in a convenient way: that's the entire point of public transportation.
	Los Angeles	90042	No	12/1/2021	Hello, I am an avid Metro user for commuting to work which takes me all over the city. I am strongly opposed to any monorail option for Sepulveda Transit Corridor. It is clear to me that the best option is a Heavy Rail Transit option that connects to the Purple Line and Expo Line with a stop at UCLA. Anything less would be an ineffective waste of money. A monorail is not an adequate solution to Los Angeles's public transportation problem. We need to whole-heartedly invest in heavy rail to bring LA's public transportation into the 21st century and meet the needs of our community.

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	Pasadena	91107	No	12/1/2021	The project needs to do its job: move the greatest number of people to the places the want to go, at the greatest speed. We need to give people legitimate options to move around the city, otherwise they will end up back in their cars. That's why we need one of the heavy rail options, conveying twice as many people, and stops at UCLA, and has proper direction connections with the purple line.
	Los Angeles	90025	No	12/1/2021	I do not support a monorail or really any public private partnership. I would like to see a reliable, sturdy HRT that connects properly to UCLA and the Purple Line.
		98506	No	12/1/2021	I like option 6 the best don't do a monorail
	Tarzana	91335	No	12/1/2021	Please please no monorail! As an SFV resident reliant on public transportation, I and many others suggest the Heavy Rail Transit alternatives, preferably alternative 6 as laid out in your plan. Monorails are limiting by only being able to ttransport half of the passengers laid by alternatives 4-6. People commuting from the SFV inland need capacity about anything else. Too often, orange line buses are filled beyond capacity, and that can mean lost jobs and productivity from those who need to get to work on time. A monorail runs the same risk. As well, any project must include a stop at UCLA and a connection to the purple line. Many of us voted for measure M to ideally create a robust metro system rivaling those of the northeast. Ensuring high frequency run times and high capacity cars that connect with other major lines is the best step to ensure that
	Venice	90291	No	12/1/2021	I am strongly opposed to the monorail. It is an incredibly INSUFFICIENT public transit boondoggle that does not address the real needs of Los Angeles residents. The Sepulveda Transit Corridor should connect to the Purple Line and Expo Line in a way that is viable and convenient for riders.
	Los Angeles	90034	No	12/1/2021	Alternatives 1-3 should not be serious options for the Sepulveda cooridor. A monorail is not the right choice for Los Angeles. We need HRT running under one of the busiest cooridors in the region. To put a monorail on the 405 with a stop at Getty Center and not UCLA would be a transparent move indicating Metro cares more about tourists than daily Angeleno riders. Any alternative without a stop at UCLA/Westwood or that doesnt connect to the purple line should be a nonstarter. I suggest moving forward with Alternatives 4-6 which would better serve Angelenos on the Westside and the Valley, and could revolutionize transit in LA.
	Inglewood	90302	No	12/1/2021	I would like to register my support of alternatives 4-6, with 6 preferred. A full HRT build is both more expandable, fits with current railstock, and is far more passenger friendly for regular commuters. The Sepulveda transit line should serve regular commuters, not act as an amusement park ride, and must serve UCLA with direct connections to existing lines for commute convenience. Stations along freeway medians are also deeply unpleasant and reinforce transit as secondary to car travel.
	Los Angeles	90024	No	12/1/2021	I like the proposals that involve an underground rail that connects to UCLA. A monorail along the 405 is NOT sufficient or convenient enough to justify the project. It's worth doing it right for the sake of everyone in years to come. NO to options 1-3 YES to 4-6
		91401	No	12/1/2021	This project is so very necessary, so I want to say thank you for finally taking steps forward. BUT. Please don't ruin it by building a monorail. It does not meet the capacity or speed requirements necessary for a true modern city's transit.
	Los Angeles	90045	No	12/1/2021	don't make it a monorail don't make it a monorail for the love of everything good in this world please don't make it a monorail
	Los Angeles	90034	No	12/1/2021	I would like to see LA have a heavy rail train that connects UCLA to the purple line. A monorail would not help the people of Los Angeles, and would hurt the public transportation growth of the city. We have a real chance to make public transportation useful here, and that's by having the Sepulveda Transit Corridor connect to the purple and expo lines.
	Los Angeles	90024-2832	No	12/1/2021	I believe that any option selected MUST serve UCLA. This is the Number 1 commuter and tourist destination of the stops in scope, and is literally the athlete's village for the 2028 Olympics. I suggest that proposal 6 be selected as a the shortest route that serves UCLA while also being not a monorail. Monorails are bad because they are not easy to maintain, expensive, and would not be easily extended. I am a current resident in the Sepulveda Transit Corridor and use public transit daily.
	Long Beach	90808	No	12/1/2021	Do not build a monorail. Options 1-3 must be thrown out. Having a monorail on this route would set public transit back decades. Listen to the transit advocacy groups and neighborhood residents like me who URGE you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA.
	beverly hills	90211	No	12/1/2021	Alternate 6 is a great option! and links many job centers. Heavy rail is much better than monorail! We will be on the way to a world class city with this option! I work at UCLA and many of my colleagues live in the valley - the pandemic shut down most of the vanpools and many must drive to work.

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		90806	No	12/1/2021	I'm writing first and foremost to make clear that Metro MUST choose the heavy rail option, not the terrible monorail alternative. This is a once-in-a-lifetime opportunity to unite Los Angeles via good public transit. The Sepulveda Line could create an effective connection between two major parts of Los Angeles, allowing working-class Angelenos to access high-resource areas, removing cars from the road, and making the city more equitable, more modern, more convenient, more walkable, and more climate friendly. But this is in danger, if you listen to wealthy white homeowner special interests and BYD smoky-room lobbying and go with the monorail over the heavy rail. The heavy rail option serves more passengers, at a faster speed, with useful stops, better connecting to the rest of transit. The monorail option serves fewer passengers, at a lower speed, going to less useful stops, connecting more poorly to the rest of transit. Make sure you and your team watch this video that demonstrates how terrible the monorail option is: https://www.youtube.com/watch?v=xJdbCgVkH3w Over and over, the monorail option has TERRIBLE connections to the places people need to go and the transit that gets them there. Its "connection" to the Orange Line will be a 5-10 minute walk for riders! The Purple and Expo Line transfers are also a majorly inconvenient walk. We've tried building transit in the middle of freeways, with the Green Line. It's a terrible idea -- it is less useful for riders, it goes to worse places, and it literally poisons transit riders by making them breathe in freeway fumes. Do NOT do this again. What I suggest is that you immediately throw out Options 1-3, and focus on which of options 4-6 connect best to other transit and allow the most number of people get around the city the best. Thank you
		91403	No	12/1/2021	I'm strongly in favor of Alternatives 5 and 6 as they provide connections to UCLA and are underground through most portions of the San Fernando Valley. Alternatives 1-4 are insufficient in that they do not connect to UCLA directly and negatively impact the sensitive biological resources along the LA River and will further impact surrounding communities overburdened by freeway, airplane, and helicopter noise. I would encourage an additional stop between Ventura Boulevard and the Orange Line, perhaps on Burbank Boulevard to encourage transit oriented development in a heavy automobile-centric area with less than desirable housing and commercial density.
	Los Angeles	90028	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Los Angeles	90036	No	12/1/2021	I like options 4 - 6 because it gives a much better scope than the first three options. It is So much better to have a stop in Westwood. It makes more sense to have a subway, which will be faster and connect more people as well as connecting to the purple lines.
	Ventura	93003	No	12/1/2021	I like the heavy rail options specifically going up Sepulveda Blvd. The additional capacity is very valuable over the monorail alternative and it also has very nice access to UCLA which will drive a lot of ridership.
		91602	No	12/1/2021	I'm writing to urge that Metro eliminate the monorail Alternatives 1, 2 and 3 in favor of selecting the heavy rail alternative 4. If you're reading this, you almost certainly know that the monorail options fragment LA's transit network across yet another incompatible technology while failing to offer the speed, scale and operational benefits that HRT would. Yes the HRT options are more expensive, but if you are working on a generational project that can't be re-done, do it right. Find the money. Monorails have worked out nowhere outside of Disney - just ask the fine people of Seattle about theirs. Moreover, BYD as a vendor has a long, horrendous history of overpromising and under-delivering, while also being dominated by the Chinese State. Is this an org you want to get into bed with for 50 years? LA would rightly be viewed as a laughing stock that took the cheap option of selecting Mickey Mouse technology for the most important infrastructure project in the county since the freeways were first built. Preferably you'd have the sense to select Alt 6 among the HRT options, but more important is that you don't select the inadequate, half-assed Alts 1-3. As a taxpayer in LA County who strongly advocates for transit investment and expansion, it would be incredibly disheartening if you choose a monorail option. How could you possibly be trusted to act as good stewards of our tax dollars? Given the ongoing debacles with the Crenshaw line among other lowlights, I think the clear answer would be: you can't.
	Los ANgeles	90010	No	12/1/2021	PLEASE REJECT ALTERNATIVES 1-30. Under no circumstances does this city need a monorail. It makes absolutely no sense. 4-6 are great options that make accessibility to this city key. The purpose of public transit.
			No	12/1/2021	To NOT have a train go over the hills and see how beautiful they are would be a tragedy. Partial arial is the best. ALSO - there should be a stop at the Getty! We needs stops serving UCLA #3 is the best. I would enjoy building some new fast-track permit homes along this corridor! Thank you!
	Los Angeles	90008	No	12/1/2021	Please do not pick the monorail, it is useless and will not interconnect with the Purple or other HRT lines. Please choose the HRT options 4-6 with On-Campus Station @ UCLA.
	San Pedro	90731	No	12/1/2021	What I wish is that we do NOT build a monorail! What I suggest instead is HRT with a connection at UCLA and connects to the purple line, as this will better serve me and my community.
	Van Nuys	91405	No	12/1/2021	If the purpose of this project is to alleviate traffic then it makes no sense to invest in monorails. Heavy rail is the clear choice here with options 4, 5, and 6 making the most sense. Option 6 is likely the best for commuters with three lines converging in a single area.
	Los Angeles	90057	No	12/1/2021	I would like to voice my support for option 4 through 6 as I believe the subway is the best way to expand Los Angeles's public transit. A monorail would be bad for the environment and require too much construction through freeways. I also believe that a subway through westwood would greatly improve connection throughout the city, especially to better connect the students and faculty of the cities public universities.

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	Los Angeles	90027	No	12/1/2021	It is clear that Alternative 6 is the best possible outcome for this project, while alternatives 4 and 5 would be acceptable. Choosing the monorail would be an incredibly poor decision. It is critical that the project have a station that directly connects with the D/Purple Line extension and does not require riders to exit the station in order to transfer. Similarly, an direct connection with the E/Expo line is also clearly beneficial for ridership and will lead to a better customer experience. The cost of an all-underground line will be mitigated over time as this is likely to become one of the system's most popular services, which further justifies a smooth, fast, and unimpeded ride that is best achieved through an underground route. Selecting the monorail would be a colossal mistake. Its routes make no sense (why would it stop at the Getty?), it has a lower capacity than heavy rail, and its contractor has a history of failed projects here in Los Angeles. Please do not select the monorail proposals. To do so would indicate that Metro simply does not take this project seriously and would doom it from the start. Again, I cannot stress enough how foolish the board would have to be to select the monorail. Please do not select the monorail.
		90095	No	12/1/2021	I support alternatives 4, 5, and 6. There should be a station located in Westwood/on the UCLA campus, and the corridor should not run in the middle of the 405 freeway.
	San Marcos	92069	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Culver City	90230	No	12/1/2021	I think Alternative 6 is the best way to go. It will be less intrusive to the surface. It will better serve the students and employees at UCLA and provide better focus on high volume stops, thus providing faster service. I also believe that, by connecting to the Bundy/E line station, it will also provide better opportunities for its continuation to LAX. An underground Bundy/Centinella continuation would support growth with walkable opportunities for future development at the Santa Monica Airport as well as employment at Playa Vista and/or Hughes Centers. A continuation along the 405 (or Sepulveda) does not provide these benefits and would probably be more disruptive to ongoing operation of these roads and businesses, especially if the continuation is aerial. I also believe the wide Bundy/Centinella corridor would minimize the disruptive and expensive need for property expropriation through the more densely populated area than the northern segment.
	Los Angeles	90034	No	12/1/2021	What I suggest is to scrap alternatives 1 and 2. Westwood and UCLA are the most important destinations -- because of the enormous number of jobs and the dense housing -- along this route so it is imperative that Westwood/UCLA have their own station not have to get on a shuttle. Look at the green line station to LAX which is so underutilized we now have to build an expensive people mover. Let's not do that with UCLA.
	Los Angeles	90057	No	12/1/2021	I believe monorail would underserve the future needs of the corridor, while offering an equipment set that does not fit in with the rest of Metro's rail projects. As such, options 1 through 3 appear to be boondoggles. Further, heavy rail subway would be better suited towards increasing the future development potential of the area served by the project. This project could be absolutely transformational and Metro should build with an eye on the long term horizons of our region. Options 4-6 better align with that.
	Fullerton	92835	No	12/1/2021	We do not want a monorail. We need mass transit train line. We want HRT that has a connection to UCLA and connects to the purple line.
	North Hollywood	91606	No	12/1/2021	"Alternative" 5, the heavy rail with underground alignment including along Sepulveda Blvd in the San Fernando Valley should be THE option chosen, in addition to making the HOV lanes toll roads. The heavy rail alternative would open up the valley immensely, and make the West Side accessible- so so so many people are forced to live in the valley due to the high cost of housing below the hills, and adding a better, easier way to commute would ensure use. Monorails will NOT cut it, and are not the way to go at all. Heavy rail is the best option.
	Los Angeles	90068	No	12/1/2021	Alts 1-3 are unacceptable. Must be 4-6, any of those. ANY of those.
	Los Angeles	90066	No	12/1/2021	Please get rid of options 1-3. The lower capacity of the monorail should make those options DOA. And the line must go through UCLA and make those connections as smooth as possible. Monorail stations will be polluted and inhospitable to riders. Thanks, and I'm looking forward to riding the heavy rail from Pico all the way to the valley!!
			No	12/1/2021	To Whom It May Concern, Please do not make a monorail. This is a poor decision due to its lack of popularity and thus, resources. Thank you.Sincerely, A North Hollywood Resident
	Los Angeles	90020	No	12/1/2021	Do not build a monorail, options 1-3 must be thrown out. Having a monorail on this route will set public transit back because it is not an effective route and create more problems than it solves. Instead transit advocacy groups and neighborhood residents have agreed upon HRT along alternatives 4,5, and 6. The sepulveda transit corridor NEEDS to connect to the purple line and expo line in a convenient way and it MUST have a stop at UCLA
	Los Angeles	90005	No	12/1/2021	I suggest that the city heed previous monorail failures across the country and invest in a reliable, underground rail option. I am worried that in the effort to save a little money now, we will permanently constrain the capacity of this very busy corridor. If this is done well it will completely transform the region.
	San Luis Obispo	93401-2800	No	12/1/2021	Train good, monorail bad
	Los Angeles	90045	No	12/1/2021	No monorail! Heavy rail that has a connection at UCLA and connects to the Purple and Blue (Santa Monica) Lines.
	Los Angeles	90029	No	12/1/2021	I Suggest you guys REMOVE THE MONORAIL OPTIONS. THEY ARE SO STUPID. You guys are seriously going to have a Station next to the 101 but the Station is supposed to be at Ventura. So what other important transportation transfer is at the 101? Oh yeah nothing. So what are you guys thinking, you guys are going to make people walk 10 minutes to get a bus at Ventura. Then also what more funny is A PEOPLE MOVER AT UCLA. Oh lord what are you guys thinking. You guys should just add a station there. Also what if the train gets stuck this would mean you guys would have to close the whole system. This is why heavy rail is better. The options you guys should choose is 5 or 6. 5 is a better option than 4 because it's mostly underground and that's what metro needs and it won't make people in the Valley pissed cause most of them don't want a Aerial Option so Option 5 would make them happy. This one also has a Station at UCLA which is needed and a Station at the Purple line which would be the most busiest Station in the whole metro system. Which means more Money for you guys. I also Recommend to have a line from the Expo to the purple line by 2028 so their can be a connection for the Olympics then by 2030 you can have it completed. Any Heavy Rail option would be the Best for the System and for Metro.
		90731	No	12/1/2021	We should focus on traffic-separated rapid transit, either underground or above ground. It should have only a few stops to get from the main LA basin into the valley and back; ideally there would be one stop at a metro station on the west side and one other stop connecting to a stop in the valley.

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	Los Angeles	91401	No	12/1/2021	I believe that the only viable options are Alternatives 4 or 5. They provide service to the places that residents want to go. I suggest we add a stop at Magnolia BLVD. The distance between the G line station interchange and Ventura BLVD is extensive and not conducive to building walkable neighborhoods. We need to invest in a project that makes sense. Monorail does not make sense here. We have an opportunity to build a HRT line that can be integrated with the B and D lines or other Heavy Rail lines in the future. This will decrease the cost of maintenance and training for Metro staff. Also Option 6 should be eliminated. The redundancy with the future E. San Fernando LRT is unnecessary. Locating stations on the HRT further away opens up the .25 mile walkshed and will encourage more riders. Funds should be spent prudently. Please only consider 4 or 5. Thank you.
	Los angeles	90025	No	12/1/2021	I only support the heavy rail options. Monorail would cost more, would be slower, and would carry less people. If monorail had to happen, it must have a subway station at ucla.
		93004	No	12/1/2021	I strongly believe that any of the monorail-based alternatives for a transit route of this nature is unsuitable; they lack the operational and expansion capabilities that is required for this route, and are not inclusive of the needs and demands of the communities they are planning on serving. As such, I support Alternatives 4 & 5, and their implementation on the Sepulveda Transit Corridor.
		91406	No	12/1/2021	I would like to see energy conscious, high capacity and low fair transit along this corridor. Think of the good that could be done for commuters, the 405 and the environment. A monorail isn't going to cut it.
	Los Angeles	90012	No	12/1/2021	Alternative 6 is the best option, in my opinion. The direct line south from the Van Nuys line should reach higher speeds, connect to the university without an additional intermediate service, and will be a faster and more inviting option to driving. Monorail options sound fun, but any freeway-aligned transit lines are noisy, pollution-filled, and require additional transfers to get to wanted destinations. In addition, a monorail line is mentally attractive - sleek ribbons of guideway with low trains gliding along - but the reality of a working transit line is much less appealing. The additional width of required safety walkways and escape routes, all massed on pillars above the freeway... the visual weight will be oppressive. Heavy rail, underground, will be more work and more expensive I'm sure. Metro's experience building and running these subway lines, combined with the better connections of Alternative 6, make this the clear choice.
			No	12/1/2021	Hi, I appreciate the opportunity to provide public comment on the important Sepulveda Transit Corridor project. It is critical that Metro focus decision making on providing high quality transit that improves our regional transit system, and prioritizes the needs of existing Metro riders to get to and from regional job centers and education opportunities. In its outreach, I urge Metro to prioritize getting input from existing regular Metro riders, rather than focusing on the whims of non-riders who may not find use for the line, or may only consider using it in rare occasions. Metro should provide outreach for this project and both paper and online surveys to existing transit riders aboard existing train and bus lines, and prioritize this feedback within its analysis. Public meeting formats cannot be "town hall" style events that prioritize anti-transit voices, and discourage feedback from Metro riders. Metro must highlight transit rider voices within all meetings, including reporting on transit rider surveys at meetings that transit riders may not be able to attend. Of the six options provided, it is clear that options 1, 2, and 3 are unworkable, as they have slow, circuitous routes and offer low capacity. Options 1 and 2 do not even provide a direct rail connection to UCLA. These options will not meet Metro's goals or the needs of people who rely on transit to get to and from jobs and education. Options 1, 2, and 3 should be abandoned. Option 6 is the alignment that best meets Metro's goals. It provides the shortest and most direct route to job centers, UCLA, and transit service connections. This option provides heavy rail that allows for fast service and high capacity. Please select the Option 6 alignment as the proposed project. Thank you
	Burbank	91505	No	12/1/2021	I would like to see alt 6! I would like more heavy rails connecting LA.
	Los Angeles	90064	No	12/1/2021	I do not want a monorail - that is not a good idea and should not even be considered. As a local neighborhood resident, I urge you to pursue HRT along alternatives 4, 5, and 6. We also NEED it to connect to the D (Purple) Line and E (Expo) Line conveniently, and we NEED a stop at UCLA! Please listen to transit advocates and the voice of local residents like me who are very excited to have this, but only if it makes sense for the needs of the community (and not special interests which is what the monorail will be).
	Los Angeles	90049	No	12/1/2021	What I suggest is any alternative that does not utilize the woefully underwhelming option of a monorail. Alternatives with an HRT present much more promise across the board, logistically, financially and beyond.
	Santa Monica	90405	No	12/1/2021	Please have have an express lane. This is the failure on the other lines
		90038	No	12/1/2021	Option 6 is the best. Heavy rail is the only acceptable option and it MUST have a stop at UCLA as that's what a ton of people will be using this for. Monorail is a terrible and unreasonable option and should not be considered
	Los Angele	90031	No	12/1/2021	Hello, I am writing to share comment regarding the proposed alignments for this project. I strongly support the forward-thinking options put forth in the HRT proposals (options 4 thru 6). I believe that 6 is the very best option as it offers a seamless connection up Van Nuys and an on-campus UCLA station (simply put, a must for this project). I do not believe the above-ground monorail options offer our region a solution for this corridor. Nothing about the proposed alignments for a monorail come close to serving the communities they will pass through; I fear such a project would replicate our "building uncomfortable and inaccessible stations in the center of freeways" follies in one of the more critical and most congested transportation corridors in the whole country; furthermore, I believe a lower-capacity monorail would hamstring our capacity to grow and scale ridership along what is almost certain to become Metro's most-ridden line.
	Los Angeles	90066	No	12/1/2021	I suggest alternative 6.

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	los angeles	90024	No	12/1/2021	The introduction of a novel form of mass transit technology ought not be utilized for this corridor. If it were implemented, the extra cost of electricity for powering these novel trains uphill over the SM Mountains - south from Sherman Oaks and north from UCLA would be a burden as would extra wear on guide rails due to breaking, if steel rails would be utilized. I recommend HRT subway technology under the mountains so as to prevent (comparative) extra cost and wear over future decades of operation.
	West Hollywood	90046	No	12/1/2021	A comprehensive and extensive underground rail should be a priority to move a high number of people in a way that avoids surface street delays. As such, alt route 6 is the best and most direct route that would avoid 405 delays and connect with the existing lines. Additionally, pushing the line up further north into SFV would be the best. I have relatives that live in SFV, and I would like to visit using public transportation that is faster than driving. The proposed route would help towards connection Angelinos with relatives, jobs, and students with more affordable housing. There needs to an an alternative to driving on the 405 that will reduce traffic, and air pollution.
	Hermosa Beach	90254	No	12/1/2021	Alternative 6 is the best alternative. No monorail alternatives should be considered.
			No	12/1/2021	Dear Metro Staff: I am writing as an individual who cares about getting people out of their cars and into climate-friendly modes of transportation. I urge you to advance Alternative 6 as the Preferred Alternative. The monorail options must be rejected due to their lower speeds, worse alignment, and limits on capacity growth, which will make them less competitive with driving on the 405. Alternatives 1 and 2 are particularly egregious for not having a stop at UCLA, a massively important job center. Students and university staff should have a direct rail connection, and should not be relegated to shuttle buses in mixed traffic. Alternative 3 should also be rejected due to longer travel times. While Metro currently plans for worse frequency on the heavy rail options than the monorail options, the theoretical maximum frequency is the same for all of them: 40 trains per hour, like the Victoria Line in London. This means that the heavy rail options have much, much more space for capacity increases in the future. While all of the heavy rail alternatives would be preferable to the monorail alternatives, Alternative 6 is the best. It has the most direct route from Van Nuys to the Westside, hitting the Orange Line and Sherman Oaks in places where people are already trying to go, rather than a full mile west. This direct route will also help with greater train speeds, making Metro a more desirable travel option and boosting ridership. I also think the southern alignment at Bundy is preferable since Bundy and Centinela are further from the 405 freeway, offering more opportunity for new walkable neighborhoods to grow around the train. If Metro does not choose Alternative 6, I think that Alternative 4 is the second best option. It provides the same transit benefits as Alternative 5, but at much lower cost. I hope the lower cost means that, if chosen, Alternative 4 could be funded and constructed faster than Alternative 5. I also think it's great that Metro is exploring automated heavy rail. Automated trains will be much cheaper to operate and maintain in the future, which means it would be cheaper to expand service once it is obvious how popular the Sepulveda Line will be.
	Los Angeles	90065	No	12/1/2021	Hi, the people of Los Angeles don't not want A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line. We must use progressive thinking when it comes to rapid public transit and reducing the human dependency on single passenger vehicles that cause congestion, pollution, and destruction! Thank You
	Los Angeles	90018	No	12/1/2021	Do not build a monorail. Please listen to the transit advocacy groups and engineers who know what they are talking about. A monorail will make LA, a notoriously bad public transport city, a total joke, doomed to continue its fate.
	Los Angeles	90005	No	12/1/2021	Los Angeles does not need a gimmicky monorail for the Olympics. We need an actual HRT that directly connects to the purple line at UCLA without an additional intervening mode of transit.
	Los Angeles	90048	No	12/1/2021	I support all heavy rail alternatives of this project, but prefer Alternative 4. I believe that route has a better longer term connection to LAX through areas east of the 405, which are in great need of better north-south transit, including West LA College, Palms, and Culver City. When considering the environmental impacts of this project, the real longer-term impacts will come from a lack of ridership, which the monorail alternatives all seem to suffer from. Please don't put stations in freeway medians anymore. Just make high quality rail, elevated or underground.
	Pasadena	91104-2249	No	12/1/2021	Sounds like a smart idea
	Los Angeles	90039	No	12/1/2021	Do not do 1-3! Do HRT on 4,5 or 6
	Studio City	91604	No	12/1/2021	I used to commute from the valley to Santa Monica and it was a truly terrible commute. I am highly supportive of a heavy rail alternative along the 405. I've used metro light rail lines and found them preferable to driving or buses.
	Pasadena	91101	No	12/1/2021	We do not want a monorail! We want HRT that has a connection at UCLA and connects to the purple line!
	Pomona	91766	No	12/1/2021	Please eliminate alternatives 1-3. I prefer Alternative 6.
		90020	No	12/1/2021	No proposals involving a monorail should be considered. My favorite proposal is alternative 6, as it is the most direct route and offers potential to extend north in the future. Having a station at the UCLA campus is the most important part of the project, making projects that require a transfer to UCLA a non-starter. As Dr. Brian Taylor from UCLA's Urban Planning Department has said: "people hate making transfers." Alternatives 4 and 5 are acceptable.
	los angeles	90066	No	12/1/2021	Monorail is a bad idea, for multiple reasons. Heavy rail is the answer. A UCLA stop is obviously needed. Also, why does this not include LAX?? That seems obvious as well.
	Los Angeles	90042	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.

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	Van Nuys	91405	No	12/1/2021	What I suggest is that Metro go forward with the heavy rail alternatives. Heavy rail has a higher capacity than monorail, allowing it to better serve its purpose of reducing congestion along the Sepulveda Pass. What I'd like to see is Alternative 6 be implemented, as it would connect well with the existing, and planned, Metro network. Van Nuys Boulevard is one of the busiest bus corridors in the San Fernando Valley, and its connection to West Los Angeles would serve riders very well. Thank you for your consideration,
	Los Angeles	90034	No	12/1/2021	I support heavy rail in the Sepulveda pass corridor because it offers superior travel time and passenger throughput compared to a monorail while including an on-campus station at UCLA, one of LA County's largest employers. Please select one of Alternatives 4, 5, and 6.
	Los Angeles	90015	No	12/1/2021	Please do not consider any of the monorail options (1-3). The proposed station locations and transfers for the monorail options are unacceptable. The project must have heavy rail and convenient connections to the Purple extension and the Expo line. And it must have a station at UCLA.
	Los Angeles	90012	No	12/1/2021	I greatly prefer alternatives four, five, and six because they provide direct access to UCLA with no freeway-running stretches. We should not repeat the mistake of putting transit in highway medians, where a UCLA researcher found that conditions at Metro's existing freeway median transit stations are so loud that sustained exposure put travelers at risk of hearing loss.
		90020	No	12/1/2021	Options 1,2, and 3 must be thrown out; any of the monorail options would be a terrible choice. The Sepulveda line has the ability to transform public transit in LA, but only if it is HRT that can properly serve the needs of such a high-ridership line. Options 4,5,6 are the ONLY viable options; Option 6 in particular takes advantage of the greater density along Van Nuys Blvd. This line must be HRT with transfer/connections to Expo and Purple lines, as well as a stop at UCLA. All the monorail options must be thrown out!
	Encino	91436	No	12/1/2021	NO to Monorail (Alternatives 1, 2, and 3). The connections to UCLA are all lackluster and the speed is going to be horrible compared to underground heavy rail. YES to Heavy Rail, specifically Alternatives 4 and 5. Preferably Not on Alternative 6. Alternative 4 and 5 are the run-away winners for speed, capacity, and convenience. Build correctly the first time! YES on Alternatives 4 / 5.
	Tarzana	91356	No	12/1/2021	An underground system that inculdes stops to UCLA is the best option. Option 5 or 6 would be useful.
	Inglewood	90301	No	12/1/2021	What I like about alternatives 5 and 6 is fastest travel times to UCLA and E line. Aerial, especially over the 405, makes the experience terrible as noise and pollution from cars is really bad, like on the C line. Any alternative (1, 2, 3) with a monorail or no direct stop at UCLA is unacceptable and would be inconvenient for thousands of riders. In the future when this line is extended to LAX it will improve commutes for the thousands of us who commute for hours between UCLA and the South Bay and the Valley. It'll be a game changer for the region for everyone. We need to do it right. Please, I suggest no monorail and we should go with alternative 5. Thank you!
	GLENDALE	91204	No	12/1/2021	I would suggest you consider only alternatives 4-6. Heavy rail transit is objectively better than monorail transit to service our community. Connecting the Sepulveda corridor directly with the Expo and Purple line with a stop at UCLA will massively increase access to LAX and the rest of the city for ALL LA residents. Heavy Rail also uses a multi track system, which means if there's a problem it's easier to divert a train and keep things moving. If a monorail shuts down there is literally no recourse, everything stops until that car is fixed. So please, as a resident of LA I URGE you to adopt HRT over a monorail. Don't build a limited use vanity project.
	Los Angeles	90019	No	12/1/2021	The Sepulveda project must have a stop at UCLA and connect to both the Purple and Expo lines, and heavy rail is the best way to ferry riders to their destination and LA to its public transit future. Monorails are notoriously unreliable, and the company trying to sell LA one has a history of broken promises and bad deals. Options 4, 5, or 6 are the only real way forward to deal with the city's environmental, traffic, and economic issues in an effective way.
	Los Angeles	90025	No	12/1/2021	Hello WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line. It would be amazing to have train access to the valley
	Reseda	91335	No	12/1/2021	PLEASE do not build a monorail. It is a very stupid idea sold to you by people who build nothing but bad transit. I live in Reseda, and options 1-3 should be completely removed. NO ONE wants that, aside from special interest groups who think shiny things look cool. It would be amazing if the Sepulveda Transit Corridor connected to the purple line and expo line, making this city actually accessible for those of us in the valley. Also a stop at UCLA is a no brainer. Please, for once, do the right thing!
Lee Blumenfeld	Encino	91316	No	12/1/2021	The only real and effective solution is Heavy Rail Alt 6 along van nuys Blvd. Van Nuys Blvd is wide enough to handle such a train. The route also requires no duplicate modes of transportation ie reduced future maintenance costs. Additionally, placing an elevated platform over the world's busiest pass in earthquake country is exceptionally stupid. When the big one comes and the monorail falls, it will choke off a major Corridor. As far as environmental concerns, placing the any alternative on Sepulveda will cause massive traffic backups along the only three crossings through the 405. The queue lines and idling cars will cause massive congestion and poor air quality, the complete opposite intent of the project. Lastly, setting up a monorail system would require additional drivers, equipment for repair, stockpiles different than what's currently on inventory, plus new mechanics. The city will be better able to use purchasing powers for a single system as well as the interchangeability of parts, drivers, mechanics, etc would reduce costs and downtime for transportation. Lastly, the city is growing,not shrinking. More capacity is needed not less. The hybrid models or monorail models create ceilings and bottlenecks due to a rather low person moving threshold. Let's build it correctly, one time.
	Reseda	91336	No	12/1/2021	PLEASE do not build a monorail. It is a very stupid idea sold to you by people who build nothing but bad transit. I live in Reseda, and options 1-3 should be completely removed. NO ONE wants that, aside from special interest groups who think shiny things look cool. It would be amazing if the Sepulveda Transit Corridor connected to the purple line and expo line, making this city actually accessible for those of us in the valley. Also a stop at UCLA is a no brainer. Please, for once, do the right thing!
	LOS ANGELES	90027	No	12/1/2021	Please select a heavy rail alternative with a direct station at UCLA and immediate connection to the purple line. Please reject the monorail proposal in favor of a higher speed, higher capacity system that locates stations where people need them, not in the middle of a freeway.

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	Panorama City	91402	No	12/1/2021	I suggest that the HRT Alternatives 4-6 take priority because they make the most sense. I prefer #6 because it's the most efficient alternative but i will take #5 and then #4. #1-3 are not viable alternatives to the 405. HRT will provide the highest level of ridership and most directly connect to major stops. I get y'all are beholden to rich neighborhood councils (NIMBYs) and whatever special interests groups but I implore you to make the project that meets the needs of the riders (workers and students heading to the West Side) and the larger community. The Monorail may be cheaper but in the long term inefficient and a bigger waste of money. Let's be real, no one wants to ride along a freeway.
	Elk River	55330	No	12/1/2021	I believe the heavy rail options on the corridor are vastly superior to the monorail options on the corridor, with the higher frequencies allowed, higher capacities, and faster times run. I also think that UCLA is a major trip generator/destination and therefore should be treated like one with any alternative seriously considered for the project having a direct connection to UCLA instead of a shuttle. This makes connections for students easier and improves ridership.
	West Hollywood	90046	No	12/1/2021	Any route which avoids UCLA is worthless and a multi-billion dollar mistake. If LA metro chooses the monorail they'll be showing they know nothing about running a functional world class transit system and instead only value glittery vanity projects- the chosen alternative should be interoperable with the existing lines. Furthermore, a route located in the median of the highway exposes transit riders (poorer and more BIPOC than the LA average) to extensive pollution and decreases walksheds. In all, only a rank idiot would choose the monorail
	Los Angeles	90024	Merged Document	12/1/2021	I'm sure you are getting many comments about the cost feasibility of these plans, so I want to offer my alternative perspective as a current UCLA student. Here are some potential common use-cases for UCLA students: (1) I would like to take the Sepulveda line to LAX in order to fly home during Thanksgiving, Christmas, etc. [This concerns the second phase of the Sepulveda line build-out, but I think we need to plan for it now.] (2) I would like to take the Sepulveda line to Expo/Sepulveda to walk to Sawtelle Japantown and enjoy a nice bowl of ramen, or transfer to the Expo line and go to Santa Monica. And I would also like to take the Purple Line to K-town and Little Tokyo every once and a while. (3) I would like to live somewhere cheaper like Van Nuys or along the Purple Line and take the Sepulveda line to UCLA to attend my classes. I will judge each of the alternatives based off these three use cases. Alternatives 1 and 2: * I dislike having to transfer onto a bus or people mover because this adds friction and travel time. It would add uncertainty to my trip, in my mind it would be "another thing that could go wrong". I especially dislike the bus because if I am trying to go to LAX with luggage I feel less confident bringing it onto a bus versus a people mover. Also I am worried that a bus would get entangled in traffic where Wilshire meets the 405. * I will admit that the people mover is very close to The Hill / the apartments (where the majority of UCLA students live) so I might use it fairly often. * If I am just trying to go to Sawtelle for a quick meal, I think I would use an already existing bus such as the 17 which would take me directly to Sawtelle without transferring. So I would likely not interact with the Sepulveda line at all. Alternatives 3, 4, 5 and 6: * Having a station at a central point on UCLA campus that then goes straight to other stations such as Wilshire/UCLA would minimize my commute time no matter where I want to go in LA, versus having to transfer onto a bus or people mover first. If I lived on campus (i.e. The Hill) it would be a little less convenient for me than Alternative 2, but it would be more convenient for commuters. Note about Alternative 6: * I like how there is a station closer to Sawtelle that does not require me to cross the 405's underpasses (I dislike doing this for reasons including safety). I would likely go to Sawtelle with my friends fairly often. Other notes about this corridor: * I live on Veteran Avenue and wish there was a bus stop near Veteran and Levering. Right now, I feel that my walk to the nearest bus stops (either in downtown Westwood near Chick Fil A, or on Veteran / Weyburn) is a little too far and I think as a result I take the bus a bit less frequently than I otherwise would. I have attached a potential bus route that I created.
	South Pasadena	91030	No	12/1/2021	I recommend Alternative 4. I think a heavy rail option would best serve the community and the MTA should stay away from a monorail. I like option 4 due to the connection at the 101/405 junction. Alternative 6 has a station at the 101 far too east.
	Woodland Hills	91364	No	12/1/2021	I live in Woodland Hills and would love to use public transit to get to the west side! I would strongly prefer alternatives 4-6 (heavy rail underground). As to at UCLA would be useful in my opinion. Connections to both the D and E line seems like they would be hugely beneficial to the residents of the valley!
	Los Angeles	90046	No	12/1/2021	Please select Alternate 6. The monorail alternatives are completely ridiculous and should not be considered. Any alternative that does not have a proper station at UCLA should be a non-starter. An electric bus that runs in traffic is not a serious proposal. This should be a rail line with a full station on campus. Think of all the students, faculty, employees, and visitors on campus on a daily basis. We are building for the future. The half baked monorail plans will require even more investment in the future as they will not meet the needs of our city. I am a UCLA alumni (for both my undergraduate and graduate education) and strongly urge you to select Alternate 6.
	Arcadia	91006	No	12/1/2021	Please do not choose the monorail, it is a complete scam and not future proof. Portions of the monorail need to run underground anyway, which will skyrocket the cost since underground monorail construction is very expensive. We need proper heavy rail transit on the busiest corridor in LA that can be expanded in the future.
	Los Angeles	90046	No	12/1/2021	Please select one of the heavy rail alternatives with a station at UCLA. My preference is Alternative 6. The monorail alternatives should not be considered at all. They are not appropriate for this extremely important route in our city.
	Los Angeles	90004	No	12/1/2021	We must make this project HRT with a stop that runs through UCLA. Options 4-6 are the only options that actually take into account the fact that you build public transit to bring population centers closer together. Doing these options is harder, but it is the right choice.
	Los Angeles	90034	No	12/1/2021	I feel strongly that heavy rail transit with a connection at UCLA and a connection to the Purple Line would be the most practical, useful, and sustainable way to get people where they need to go. I am surprised to see that any monorail proposals have gotten this far; having lived in Seattle, where there is a bus to monorail/monorail to train transfer, I found it to be a huge pain to navigate, confusing to tourists, and generally poorly integrated with the flow of the transit system. Monorail also has only half of the carriage capacity of heavy rail, and we have a lot of people to move in this city! Also: I would suggest that anyone proposing transfer stations on a highway median go stand on one for a while, as I often have, and then see if they feel the same way. In short: 1 through 3 absolutely not, 4, 5, and 6 sound good!

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	North hollywood	91692	No	12/1/2021	I commute the pass all the time. We need this rail line yesterday. We need to build as soon as possible. If a monorail is cheaper and faster to build, do that.
		90230	No	12/1/2021	Dear Metro, Please do not implement FasTrak Express lanes on the 405 between the 10 and the 101 freeways. The money you'd spend on this should go to mass transit. You should build a train to run along the Sepulveda Pass corridor instead of making Express lanes. If I could get to work in a reasonable amount of time using mass transit, I'd leave my car at home--and of course, that's Metro's goal in doing this project in the first place, and that's a good thing. If instead you ignore my advice and make Express lanes, you need to make them free--including a subsidy for the cost of the FasTrak transponder--for owners of electric vehicles like me. I worked very hard on my very modest salary to buy an electric vehicle. It was a major financial stretch for me and my family to do this. Now you want to charge me for using the Express lanes, even after I spent the extra money to buy an electric vehicle and even though I am helping to stop global warming by driving such a car. Moreover, my family's financial situation makes it a burden to pay for the FasTrak. Please heed my advice. Thank you. Sincerely,
	Los Angeles	90046	No	12/1/2021	I support all three of the heavy rail alternatives, #4, #5, and #6. This project simply must have a station actually at UCLA, not one at the freeway requiring a bus transfer. Alternatives 1 and 2 should be eliminated immediately on that basis alone. Also, this line needs its first valley station to be at Ventura Blvd., where the walkable destinations and bus transfers are, not the 101-Freeway. So Alternative 3 is out. (Quite frankly, in choosing the freeway instead of Ventura Blvd. for that station location, I question whether the designers of the monorail proposal even have the interests of the transit ridership in mind at all in their design of this line.) Also, the monorail proposal simply doesn't have the capacity that the heavy rail does for what will be a major spine in the transit system. Please pick Alternative 4, 5, or 6. And if for some reason you go with a monorail proposal, please move that first Valley station to Ventura Blvd. where it will at least be useful to transit riders. Thank you.
	Los Angeles	90028	No	12/1/2021	Please do not build a monorail in Los Angeles.
		90004	No	12/1/2021	Alternative 6 should be selected. The monorail options do not have appropriate capacity.
	Sherman Oaks	91403	No	12/1/2021	No alternative with a monorail should be considered. What is this, Springfield?? Heavy rail is the only realistic option for this critical transit corridor. Something like alternatives 5 or 6 would be best.
	Culver City	90232	No	12/1/2021	Please do the option that builds a station to UCLA. Monorail is just vaporware.
	North Hollywood	91601	No	12/1/2021	Monorails are scams! Not fast, hardly any seats, infrequent. We are the second most populous city in the country!!!! We need a real train not a Disney train in our city.
	Sunnyvale	94087	No	12/1/2021	Select a proven technology like heavy rail (alternatives 4, 5, or 6). Where I live, VTA chose new tunneling techniques for the BART extension to downtown San Jose and the costs (and station sizes) are out of control. Avoid the mistake we are making! Northern and Southern California need workable transit solutions, not an unproven "signature" option like a monorail.
		91501	No	12/1/2021	Hi, I would like to see you guys reject the monorail alternatives and focus on just the heavy rail ones, particularly whichever one would cost the least and/or be done the fastest. Maybe if you choose the alternative with the driver operated trains, you can share fleets with the Red and Purple Lines to reduce maintenance costs through parts standardization (or make the Red/Purple Lines fully automated). I believe the monorail proposals aren't well thought out and have the least potential to be successful. I'd also like to see the rest of the system improve as well with faster speeds and better rider experiences (i. e. clean trains, visible security presence, etc)
	Woodland Hills	91367	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line. A monorail is an egregious waste of tax payer dollars and will not be anywhere near as effective as an HRT.
	Culver City	90232	No	12/1/2021	While reviewing the options for the Sepulveda Transit Corridor, Alternative 6 seems like the clear best option. It offers direct access to UCLA, as well as superior throughput and connectivity to other lines. With the punishing amount of vehicle traffic currently routed through the Sepulveda Pass, the Transit Corridor is well-placed to become a highly-used line, and as such, Metro should not handicap themselves by choosing an alternative that could not be scaled the way heavy rail can be scaled.
			No	12/1/2021	Alternative 6 is the best one as it has high capacity and fast travel times. There needs to be a station directly at UCLA. Thanks
	Los Angeles	90049	No	12/1/2021	Please do NOT build monorail. While it appears cheaper, the project scope is insufficient to meet long term needs and will likely require many additional billions to match capacity of the HRT options. Please build option 6!! HRT option 6 is preferable - fast, high capacity, and serves routes with higher job and resident density.
	Los Angeles	90049	No	12/1/2021	As an avid public transit user, UCLA student, and lifelong Angeleno, I support alternative 6. I believe it has the most convenient and accessible route for users. I strongly oppose any option that follows the 405 corridor. Freeway exhaust and noise are harmful and, personally, would deter me from using the line.
		90043	No	12/1/2021	No monorail. Please HRT with connection to UCLA.

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	Sylmar	91342	No	12/1/2021	As a resident of the San Fernando Valley, this project is exciting for many of us looking for easier travel to West LA and beyond. For these reasons, we must get this project right. What I suggest is that we do NOT build a monorail through the Sepulveda Pass. A monorail would be a great disservice for future generations of Angelenos. Furthermore, the final selection of this project should have a transfer at UCLA, an institution that is a staple of LA and will be essential to the 2028 Olympics. Alternative 6 is the best option for this project.
	Los Angeles	90018	No	12/1/2021	We don't want a monorail!
	Oakland	94609	No	12/1/2021	if the line doesn't directly serve UCLA, what are you even doing? ditch the monorail
	Culver City	90230	No	12/1/2021	Heavy rail alternatives should be the only alternatives considered for this project. The monorail options are terrible for commuters or anyone who seriously uses public transit for their day to day activities. Forcing a transfer to bus or APM to reach UCLA is unbelievable, as it is the main job center in the area and houses thousands of students who are likely to use public transit if it is convenient. UCLA needs a direct connection to the Sepulveda Pass Corridor if the line is to ever be competitive with driving. I have lived carless in LA, the Bay Area, and Boston. Frequent, reliable, high capacity transit that gets you directly where you need to go is the most important. When I lived in the Bay Area and Boston, I would purposefully avoid areas with poor connectivity that required multiple, slow, and often street-running connections (E.g the Richmond district in SF, northern Somerville and south Boston), in favor of areas with direct connections (e.g the Mission district in SF, Central square in Cambridge). Building the monorail with stations in inconvenient locations that don't serve places that need service would be self sabotage for the project. Please only consider the heavy rail options!
	Los Angeles	90007	No	12/1/2021	I support alternatives 4-5 because they offer a simpler, faster, and more reliable alternative than the monorail. Heavy rail also maintains consistency across all metro options (e.g. maintenance will be streamlined) and the heavy rail options are faster and have higher capacity. Also a stop at UCLA is a MUST. Any alternative that does not have this should be immediately eliminated. My last question is whether the proposed san fernando valley light rail could be coordinated with this project because there is a lot of overlap of tracks and seems like budget might be reduced if there was a single line through the entire valley down to LAX.
	Los Angeles	90049	No	12/1/2021	I oppose alternatives 1, 2, and 3 and support 6. Stations along the 405 is a bad idea as it exposes people to unnecessary exhaust and noise.
	San Francisco	94118	No	12/1/2021	I am a public transit professional in the Bay Area and have seen projects suffer from a lack of connectivity and not serving dense areas. Alternative 6 seems as if it would offer the most connectivity, while ensuring that dense areas across Los Angeles are served by rail. I ride LA Metro when I am visiting family, and alternative 6 would be most desirable. Any alternatives requiring a connection to UCLA unnecessarily complicate commutes.
	Santa Monica	90405	No	12/1/2021	I hope that virtually all of the proposed line is underground/heavy rail. High speed, unimpeded travel will be the thing that incentivizes commuters to use the system. And westside surface traffic needs no more interruptions.
	Los Angeles	90025	No	12/1/2021	As a longtime west LA resident, I'm imploring you NOT to build a monorail under any circumstances and to pursue HRT alternatives like 4, 5, or 6 which are the only way to get the speed and high-carrying capacity we need in one of the region's most congested corridors. Options 1, 2 and 3 should not be considered any further -- the funding going to further study is a sad waste of public resources. The monorail proposal is a bait-and-switch that promises lower costs but can only deliver its projected carrying capacity and accessibility with much higher costs. There is literally no expert support for it and it would represent a massive setback for LA's public transit system. Running transit lines down highway medians is an approach that's been tried many times, including in LA, and it has failed. Transit riders are exposed to pollution and loud noise and it is difficult to reach stations, decreasing ridership and worsening the transit rider experience. The Sepulveda Transit Corridor needs to have a stop at UCLA and connect to the Purple and Expo lines in a seamless, convenient way. The 1/2/3 monorail options do not meet these needs. Please pursue a HRT option, like alternatives 4, 5, or 6. We need HRT to get the carrying capacity and potential for growth in carrying capacity that it allows. We need HRT for the high speed it provides. We cannot afford to waste money on a center of the freeway project, which is massively inconvenient for riders and potential riders and which introduces a monorail technology that is totally new to the system and is not versatile in any respect. Of the HRT alternatives, 4 seems the best to me because it reaches more high-density places in the Valley than 6 while saving money through above-ground rail north of Van Nuys Blvd. But the most important thing is to choose HRT and not the monorail.
	North Hollywood	91601	No	12/1/2021	This project should be heavy rail to accommodate the high demand of this transit corridor. There should be an on campus stop at UCLA, since riders will likely already have a transfer to even get to this line and a bus option would just get stuck in traffic. I strongly oppose stops on the 405 freeway. We've already seen that this type of option exposes transit riders to exhaust fumes and noise, which perpetuates health inequities. The only way people will chose to ditch their cars is if you make the trip fast and comfortable. The headways also HAVE to be under 5 min. After taking the trains here and waiting for a train to arrive for 10-20 min, it's super ridiculous.
	Los Angeles	90062	No	12/1/2021	As an LA resident and frequent transit rider, I'm so excited at the prospect of the Sepulveda Corridor! I strongly support alternatives 4, 5 and 6, and generally support any expansion of our existing rail system that prioritizes stops in dense (or soon to be dense), pedestrian friendly areas. Alternatives 1, 2, and 3 should not be considered acceptable; their designs are overly complex and prioritize their impact on car traffic vs. people traffic. I particularly support options 5 & 6, which would ensure that densely populated areas in the valley would get minimal train noise from aerial stretches. Put the lines in the more dense areas underground please! People over land.
		92831	No	12/1/2021	Monorails offer no tangible benefit over traditional trains while introducing lots of new problems like limited rolling stock and proprietary hardware. I urge Metro to drop monorails from consideration entirely. If you think heavy rail is overkill for this route then use traditional light rail (like you already do successfully on several lines) instead of a silly gadgetbahn that everyone will regret later.
	Los Angeles	90024	No	12/1/2021	Alternatives 1-3 are breathtakingly poor, and incompatible with the needs of UCLA bound commuters and those seeking transfers, which will be at least a plurality of riders. Alternative 6 requires too much drilling. I suggest alternative 4 or 5.

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		90042	No	12/1/2021	No on monorail - no to alternatives 1, 2, and 3. Monorail is a scam, and cannot be truly integrated into a future rail transit network. Heavy rail is the only appropriate mode for a corridor with as many trips as the Sepulveda/405 corridor
	Washington	20016	No	12/1/2021	This is clearly a transformative and crucial project for Los Angeles; and must be done right. Whilst the proposed heavy rail (subway) alignments do a very good job connecting the valley and the West Side, the monorail option is clearly and substantially flawed, with it's low capacity, lack of good connections and station locations (the Orange line BRT connection is too far to be efficient, the lack of a UCLA station is unfathomably short-sighted, and the alignment close to the 405 fails at this line's most basic task: putting transit where people are and want to go; and look much more like the C (Green) line, which is very unpleasant to use. What I suggest is that the monorail concept is immediately thrown out, for it fails to serve this crucial corridor with what it deserves: good, high quality transit. See Nick Andert (nandert)'s video on YouTube for more information on why the monorail option is poor and must not be chosen. Thank you, and here's to a great project.
	Los Angeles	90020	No	12/1/2021	Option 6 & on campus station at UCLA please
	Los Angeles	90028	No	12/1/2021	This is a poorly conceived plan that excludes UCLA students, a major demographic in the target area, from convenient and simple access. Making students take a shuttle/bus from Westwood to the line would be a major barrier for entry for many. I would suggest a greater emphasis on underground metro rail as opposed to monorail. Putting above ground rail lines in the middle of freeways exposes riders to toxic fumes and unpleasant noise/light pollution. Nobody wants to board a train surrounded by cars.
	Los Angeles	90041	No	12/1/2021	Please for the love of Los Angeles DO NOT PUT A MONORAIL IN. This is a terrible idea and how it even got far enough for serious consideration is appalling. Please build a subway, we know this would work, be faster and safer just build a subway spend the money and do this project right the first time. NO MONORAIL MY GOD NO
	Van Nuys	91411	No	12/1/2021	I'm a resident in the Valley who desperately wants to be able to be able to get to and from the Westside without needing to sit through traffic, and the only way this is going to be feasible is if this transit project is NOT a monorail. Please be forward-thinking in the needs of communities now and in the future to provide transit with the capacity to move people from the Valley over the hill. Options 4, 5, and 6 all have my support, with 6 being my most preferred.
		91604	No	12/1/2021	The STC should have a stop on the UCLA campus; students and campus workers deserve safe access to all public transit. Additionally, the current plan to have riders transfer to the proposed aerial transit line at the freeway intersection is dangerous for everyone and inaccessible to disabled transit patrons. It is guaranteed to cause worsened bus and auto traffic and may lead to increased pedestrian accidents.
	Van nuys	91411	No	12/1/2021	I would like to select option 5. I do NOT want a monorail project. The best option is an underground train along sepulveda and not van nuys blvd. van nuys blvd is too busy as it currently is and a route along sepulved blvd would be better for commuters as it is a more direct route.
	Los Angeles	90039	No	12/1/2021	It's essential that you build a subway or light rail -- not a monorail -- as you need something that will easily connect with the rest of the system. Yes, this will cost more and may take more time, but will make the entire system better and have more utility. Do not sacrifice the greater good for the easiest solution. Think long term!
			No	12/1/2021	I am the biggest Metro fan, literally, like I love Metro. I love public transit and through my love for public transit I have gotten to know the Metro system really well and try to understand it's impact on people in college. And regarding the Sepulveda transit corridor, I live right next to the San Fernando Valley, like right there at the corridor and I have friends that live at UCLA and what we have been talking about pretty much for the last couple of weeks is how is this transit corridor actually going to improve transit and what we have been looking at is that in terms of environmental impact and in terms of actually creating good transit, the conversations with my planning professors and transit professors, they've all said that a monorail system would be literally the least cost effective solution, and what we want, what transit advocates want, what every single transit rider of Metro wants, what we want is an electric bus system or a light rail system, or a train system rather than a monorail because a monorail does not make any sense. It is very cost ineffective and if we want to transit more people using less money and we want to carry more people and have lower maintenance costs and a better environmental impact then we want to construct an electric bus system, or even better, a light rail system. Ideally a light rail system. If not a light rail system, then an electric bus system. We just don't see a monorail system working to carry as many people as a light rail system because we have seen how effective a light rail system is in Los Angeles and how powerful lightrail is to people with disabilities, to low income people, to the environemnt. We know that light rail is effective and we really want light rail or an electric bus system for this Sepulveda Transit Corridor and we don't want a monorail system. So Metro please consider this comment. I am absolutely in love with Metro, I would marry Metro if I could, but please not a monorail.
	Los Angeles	90019	No	12/1/2021	The only viable option is #6. A monorail would be useless. A train stop in the middle of a freeway is an insult to transit users everywhere. An underground train is the only dignified option. All of the other options other than #6 are terrible. As a lifelong Metro user I would know.
	Los Angeles	90039	No	12/1/2021	No monorail! We want actual rail!
	Los Angeles	90018	No	12/1/2021	Please do not go with the monorail option. You need a station at UCLA - the UCLA station is extremely important and you won't get direct access with a monorail. Go with any other option but the monorail option please.
	Los Angeles	90017	No	12/1/2021	I would hope that Metro strongly considers Alternative 6 as the absolute best choice. Alternatives 1,2,3 are non-starters. I strongly believe that we have one chance to getting this right.
	San Jose	95135	No	12/1/2021	Please don't go with BYD's monorail proposal.
	Los Angeles	90066	No	12/1/2021	As a UCLA student, I oppose alternatives 1, 2, and 3 because creating transit stations right on the 405 can expose individuals to consistent pollution. I like alternative 6 as it can charts a path that will not expose individuals to the 405's high pollution.
	Burbank	91506	No	12/1/2021	I am most excited about the 5th option, I think the success of rail along the 405 is to maximize riders and get them across fast. The red and purple lines have so much more ridership than the lightrail lines, it would seem to make the most sense to go underground along the corridor

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	Los Angeles	90048	No	12/1/2021	I like alternatives 4, 5 and 6. The peak hour frequency of 4 and 5 is excellent. However I think alternative 6 is a better route since it's stop on Ventura blvd isn't next to the 405 as freeway crossings are not pedestrian friendly. Another advantage of alternative 6 is that it is entirely underground so it may be more comfortable on hot days and is less likely to be made into at grade rail compared to aerial rail. Ultimately all of the heavy rail options are good. I hope that the route that serves the most people with the highest frequency gets picked as long as it's not the monorail.
		94117	No	12/1/2021	NO MONORAIL. UCLA STATION MANDATORY That the monorail option got this far is an indictment of metro leadership. Egregious waste of public funds.
	Los Angeles	90017	No	12/1/2021	Moving forward with the Sepulveda Corridor project, I want to clearly state that I am strongly opposed to any proposals or alternatives that consist of a monorail. The reasoning for such an opposition are as follows: - Monorail stops on all alignments have terrible system interconnectivity and inconvenient stop placement. - For a major destination like UCLA, having two alternatives that do not include an on-campus stop is a non-starter. Using a bus shuttle or people mover as a bandage solution defeats the main benefit such a like could bring to a very transit dependent population. - Even with the monorail alignment that includes a direct UCLA stop, at that point it makes more sense to use traditional heavy rail technology that is proven in a subterranean format. - Building a monorail precludes any system interoperability with current lines and technologies. - All monorail options have significant visual pollution in developed areas. - All monorail options have a false G-line connection based on present and planned station locations. Unlike the HRT proposals, monorail appears to require an out-of-station connection which is building a pain point into the system. - All monorail options clearly carry less people per train than the HRT proposals. With this due to have as much potential ridership as the present B/D lines, we must consider options that have a higher train capacity from the onset. In light of my opposition to the monorail options, I am supportive and wish Metro follows through with Alternatives 4, 5, or 6, with a preference given to Alternative 5. The reasons for an Alternative 4, 5, or 6 build-out are as follows: - As an HRT project, it avoids the pitfalls and negatives outlined with any monorail projects. While Alignment 4 falls victim to visual pollution in the Valley, it does alleviate it on the Westside. - All HRT alternatives offer true in-station connections, including UCLA. - Given the shorter length and potentially straight rail geometry under the Sepulveda pass, the HRT alignments will be faster than any monorail alternative. Specifically why I have a preference for Alternative 5: - Alternative 5 is virtually fully underground, unlike Alternative 4 with the same routing. - Alternative 5 could potentially offer an extra station in the Valley that will not already be served by the East SFV project. - Building Alternative 5's Santa Monica Blvd station has the potential for a larger impact in terms of density bonuses towards housing construction, since land around Alternative 6's alignment is more "built-up" currently than Alternative 5. - A station at/near the Sherman Oaks Galleria is more desirable than Alternative 6. Should Alternative 4 or 5 be chosen, I suggest that a wye-junction be built at the point where the line turns from Sepulveda Blvd onto the railroad ROW. Like the Green Line, I believe building in infrastructure for a future expansion now is key if the HRT is expanded in an East-West direction across the San Fernando Valley. If possible, I would suggest that Metro explore the possibility of making stations longer in all HRT alternatives either as part of the initial buildout or by planning for the room to expand when necessary. Finally, I would like to say that even though I no longer live on the Westside, I wish this project was built when I was a student at UCLA. I used to take either the 734 or 788 bus for my volunteer work in the Valley or for personal pleasure activities. While these bus services weren't terrible, travel times were long (especially during rush hour) and the stop placement in Westwood was inconvenient. With this project coming through, I truly hope that any alternative pick takes into account how necessary a direct UCLA station is and that any other stations need to be as transit rider friendly as possible.
	Ventura	93004	No	12/1/2021	What I like: Option six. It is important that this project is constructed as a subway (heavy rail) with capacity for at least six cars (preferably more, as building capacity now will be easier than retrofitting it later). What I wish (and suggest): I believe this project needs to be looked at in more of a regional context than is currently scoped. The 405 corridor does not exist in a vacuum, but is rather more like the mississippi, with many tributaries. Constructing this as a standalone project misses the mark in providing true regional connections that millions of people clearly want to make (as evidenced by the traffic on the 405). Therefore, I suggest framing this project as the core section of an eventual regional system akin to the RER in Paris. That is, regional rail that acts as a high frequency subway system in the central areas. This requires a few things; planning the tunnels to accommodate regional rail trains (though something more akin to LIRR / Metro North trains (or even better, Crossrail) than the current Metrolink double level cars), positioning this first segment such that it will easily link up with existing and new regional rail corridors, and finally, actually interacting with other regional transit providers (aka Metrolink). Here is what I would envision: -Metrolink between Chatsworth and LAUS becomes a segregated and electrified regional rail / high frequency service. At Van Nuys there would be a Y junction providing one seat journeys from either Chatsworth or LAUS to the new 405 corridor line (some trains would also travel directly from Chatsworth to LAUS). -The new 405 corridor tunnel would also have a bellmouth at Ventura Blvd to provide for a future line roughly paralleling the 101. This would eventually carry on to Newbury Park in the median of the 101. Stations in Ventura County could be partially funded by decking over the 101 surrounding stations and building high density housing, which would also drive trip generation. -The Chatsworth line would eventually be extended, double tracked and electrified to Oxnard via a new base tunnel under the Santa Susanna pass. -The 405 line would eventually be extended north to Sylmar to join in with the existing metrolink line (which would at this point be double tracked and electrified for CASHR). The whole system would need to be inter-operable, such that the regional trains could share tracks with CAHSR. -To the south the 405 corridor should veer west after UCLA and roughly parallel the 405 midway between the ocean and the 405. This would serve already high density areas, rather than the uninviting and pedestrian unfriendly 405 corridor. This would also align well with bringing the line under the central area of LAX for a direct ride to the airport from all over the region. From LAX the line could utilise the Harbor subdivision to just north of Long Beach where it would then continue (arial structure or tunnel) broadly along the Willow / Los Alamitos corridor to line up with the existing line at Los Alamitos junction, then under Disneyland to link up with the mainline CASHR / metrolink at Anaheim (this allows for high trip generation stations at LAX, Long Beach airport and Disneyland). Granted, this is rather grand vision, but one that is not only technically feasible, but completely necessary if the region has any hope of drawing people out of their automobiles. The key here is interoperability, this corridor cannot be a standalone line. It NEEDS to be the trunk of a complex system serving millions of residents. This is literally your one chance in this generation of providing a real alternative to the current car based system in the region. We all realistically know that no new freeway will

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					be built in LA, no new lanes will be added to the 405. What we need is essentially a train that is a freeway. A train that allows you to hop on and go to your destination, rather than making 3-4 torturous interchanges, i.e. a train people will actually want to ride because it is faster and more convenient. But please, whatever you do. PLEASE DO NOT CHOOSE THE MONORAIL! It is short sighted and not up to the task. Even if the system is purely a subway (similar to the red/purple lines), much of what I've outlined above is possible, except with transfers in Van Nuys, Sylmar and Anaheim. Though it would be a shame to waste an opportunity to create a truly regional system that people would use.
	Los Angeles	90029	No	12/1/2021	Option 6 is the best option. UNLESS option 5 offer significant cost savings, then it really doesn't make sense to have the line going up and aerial on sepelveda as opposed to underground. Absolutely do not use the monorail
	Los Angeles	90005	No	12/1/2021	WE DO NOT WANT MONORAIL, WE NEED A CONNECTION TO THE PURPLE LINE. WHY DONT YALL LISTEN TO THE PEOPLE WHO USE PUBLIC TRANSPORTATION? THIS ISNT HARD TO COMPREHEND.
	Santa Monica	90405	No	12/1/2021	Alternatives 1-3 seem terribly misguided and influenced by the "wow" factor of a monorail rather than longterm value, future ridership growth, and what future transit riders will actually experience every day. Heavy rail is the way to go - Alternatives 4 & 5. As a former Gensler designer, I'm disappointed but not surprised that Gensler is behind the monorail options ...
	Los Angeles	90034	No	12/1/2021	I support variant 6. Please for the love of god do not build a monorail. Are you kidding me? This would handicap this project from the day it opens. Build it properly. Do not build a monorail. Do not put it in the 405 median. This is known by good transit planners worldwide. People hate stations in freeway medians. Tracks, fine. But not stations. There's nothing like waiting next to thousands of rushing cars in a cloud of exhaust. Put the stations where people want to be, make them foot friendly. The train must go to UCLA/Westwood. It is one of the biggest commuting hubs in the city and this will be a failure if people have to take a second bus, shuttle, whatever to Westwood/UCLA. Please, we know how to build transit the right way. We know it would be a bad idea not to have a station at UCLA. What would it look like without a UCLA station? You're one of tens of thousands of workers and students going to Westwood/UCLA. Say you're coming south from the valley. You ride PAST UCLA, get off, walk to the bus, wait for a bus, get on, ride all the way back up to UCLA. It takes longer than you'd think to go from Wilshire to UCLA. People would keep driving, I promise you. Or, you could simply get off in the middle of everything. Lastly, I believe the tracks should, as in #6, proceed straight south from the San Fernando light rail. Don't have it do a weird angle. Make it simple for people. Light rail, heavy rail, transfer to/from orange line. Simple! We have a chance to do this right the first time. Please, if we want to be a world city, let's do it. #6.
	Culver City	90232	No	12/1/2021	I prefer option 6 over the others.
	Los Angeles	90034	No	12/1/2021	I urge Metro to adopt one of the heavy-rail alternatives for the 405/Sepulveda corridor. Aerial monorails are less proven technology and will constrain capacity.
	Los Angeles	90019	No	12/1/2021	I like the train options better than the monorail option. I wish your FAQ included some pros and cons of each of the options but I did my own research and trains seem superior in general for mass transit systems than monorails. I teach at UCLA so a top priority for me would be easy access to the campus. Speed is more important than frequency of arrivals. I wish you provided some estimates of which options would be fastest. I assume a tunneled train would be fastest. I also would have liked to see cost estimates. Maybe it's too soon for that information. I assume trains are cheaper over the long run than monorails (although the tunnel sounds expensive). I would be happy to sacrifice some lanes on the 405 for a train, if that's a consideration. That might be lowest cost.
	Los Angeles	90042	No	12/1/2021	What I like are large(r) capacity trains, a station in UCLA, a faster trip. What I suggest is a station as close to campus in UCLA as possible What I wish for is a non-monorail option. Options 4,5,6 seem best for the future of LA
	Los Angeles	90041	No	12/1/2021	I support option 6. Most riders and most connections.

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	North Hollywood	91606	No	12/1/2021	I would like heavy rail not monorail.
	Holmby	90024	No	12/1/2021	Please ignore the monorail options. They are a waste of money, more expensive, and cannot carry the required capacity increases. There is a reason they are not commonly used around the world; they are technically worse than heavy rail. Heavy rail is what the city needs for such an important, high-capacity corridor. Any of the heavy rail options (4,5,6) is alright but option 6 is the best. I suggest that you prioritize having stations at UCLA and around other traffic-generating areas such as ventura boulevard. walkability to stations matters.
	Los Angeles	90024	No	12/1/2021	What won't work well is alternative 1s plan to run a bus through some of the busiest streets in LA to get people from UCLA to the station on the other side of the 405. This plan would be a travesty for the thousands of people who commute to UCLA everyday. Alternative 2 is better for UCLA commuters, but not ideal, I like that UCLA isn't connected by bus but it still requires a connection. Alternatives 3-6 would be ideal for the 20k people on the UCLA campus, what I love is the station right on campus. I prefer alternative 4-6 over 1-3 because they don't run down the freeway corridor. Areas around freeways are unfriendly for pedestrians and would discourage many people I know from using the new line.
	Los Angeles	90005	No	12/1/2021	I would like to see one of the heavy rail alternatives (faster, higher capacity) selected with a dedicated stop at UCLA. The monorail alternative is not a good faith option because it makes overly optimistic cost assumptions and is lacking in how it's designed to serve the UCLA community.
	Los angeles	90015	No	12/1/2021	I support all the heavy rail options for this project. My preference is for option six as it would serve communities with more dense housing and jobs. Please do not consider the monorail options. As an everyday rider of the silver line, stops on the freeway makes transit riders feel like second-class citizens. They are loud and bad for our health. Mass transit in freeways is never a good idea, particularly when there are other options with faster trip time and more projected ridership. Thank you.
		91001	No	12/1/2021	You must connect directly to UCLA anything else is a waste of time. Running a monorail along the freeway is a bad idea. The green line is horrible to use as a passenger because of the freeway noise and pollution. Don't repeat that mistake, build HRT underground. Just do it right once and it will last forever!
	Venice	90291	No	12/1/2021	Regarding the 6 alternatives, we should choose a rail option that remains grade separated as much as possible. Before moving to Venice earlier this year, I rode the E line daily for work and the lack of grade separation, especially when getting closer to downtown, has made the trip take far longer than it should have. I worry that a lack of grade separation at any point on the route will congest traffic and cause delays. One example of a negative consequence of rail being at grade is the intersection of thr E line and Barrington, where traffic during peak times comes nearly to a complete standstill as cars have only a fraction of time to cross as they used to due to crossings constantly being stopped for trains to pass. Public support of rail will only increase if it doesn't impact car travel. Of the options provided, alternative 6 would be the most impactful for those on the west side. Terminating at Bundy reduces a significant amount of transfers to the E line due to the number of people working in offices at Fox, Riot Games, and other businesses near Olympic/Bundy. Given that the E line is already packed at peak hours, connecting from an Expo/Sepulveda station to the E line would result in significantly fewer riders because transferring could mean waiting for several already-full trains to pass. I also feel strongly that a monorail is a poor option given the lack of upgrade potential or expansion in the future. The capacity is also too low to account for the growth in LA and we should be seriously considering options that can handle the highest capacity and highest speeds available, even if the cost is significantly higher.
		91101	No	12/1/2021	Only heavy rail alternatives - Alternatives 4,5, & 6 - should be seriously considered if the real goal is to move citizens around the region efficiently, and mitigate traffic and environmental effects of cars. The monorail alternatives move too few people per car and should NOT be considered.
	Sherman Oaks	91403	No	12/1/2021	We should definitely use a heavy rail option over a monorail. Monorails are more expensive, rarely used around the world, and difficult to maintain. They also could not provide the capacity that we need in this line. Please build a heavy metro option (4,5,6) and use driverless trains! This is a modern commonly used technology and will reduce costs and improve quality of transit!
		91702	No	12/1/2021	I believe Alternative 6 would be the best option to meet the needs of residents.
	Encino	91316	No	12/1/2021	Proposal #6 seems the best! Second is #5.
	Van Nuys	91406	No	12/1/2021	I hope that metro selects Alternative 5 or Alternative 6. Underground rail requires fewer connections in order to get to areas of employment, and recreation, reduces the risk of people on the surface getting hit, and allows the surface to be developed for the community, and reduces noise and traffic congestion. The monorail requires stations in places that make it a pain to get to, requires connectors to get to the other modes of transportation that will be needed to get to final destinations, and does not have the expandability that rail does. Monorail feels more like a penny-wise, pound-foolish novelty than an actual solution that can be expanded as the city grows.
	El Segundo	90245	No	12/1/2021	What I suggest is that you do not build a monorail.
	Northridge	91325	No	12/1/2021	I believe this commentary section is laughable. It's quite clear that Metro will ALWAYS choose the most expensive and time consuming option they can come up with. You'll be wasting your billions on a tunnel no matter what anyone says. The only option that makes sense is to install a few more bus terminals very close to the freeway and use the existing infrastructure. Just copy the Fly Away approach and apply it to freeway commuters.
	Long Beach	90814	No	12/1/2021	#4 or any of the heavy rail routes. Monorail is pointless. If we eventually want to expand this to LAX we need something that can be built underground and fit into the rest of our metro system
	Los Angeles	90028	No	12/1/2021	I like options 4, 5, and 6. I dream of an LA with a robust public transit rail system, and having a train through the Sepulveda pass that connects to the expo line and blue line, with a stop at UCLA, would go a long way towards fulfilling that vision. Think of how many people would be able to get out of their cars, which we need for the future of this city and the planet. A monorail won't cut it. Please dispose of the monorail options and give LA what it needs.

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	Montebello	90640	No	12/1/2021	Please use the #6 alternative. This seems like it would have the least amount of eye sore to the locations.
			No	12/1/2021	Any of the heavy rail Alternatives 4, 5, or 6 would be fine. Monorail would be an expensive mistake as it would introduce a new technology for Metro to support.
	Culver City	90232	No	12/1/2021	I only support the alternatives (4,5,6) that include specific stops at UCLA and connect directly to the existing metro network, rather than these electric bus or people mover connections and a monorail going over the 405. I am sure these are much more expensive but the payoff will be much greater. The first two projects ONLY serve the Valley and are limited in scope and amount of passengers it can carry. Also the Valley is by far the most car-centric part of the plan, and I suspect ridership will be harder to recruit. These later plans connect the Valley and UCLA and other more walkable parts of the westside where there are tons of jobs into a much more holistic network. Plus, dense housing is already being built around many of the existing Metro stops, and should be fully operational by the time this project is ready. UCLA has massive transit needs that the purple line will only begin to address — the stop is over a half a mile from where campus even begins, and I suspect many who study and work there will consider that too far. Add a new UCLA stop and invest in one of the most important centers of learning, commerce, medicine, and culture in Los Angeles. A public university should be tied into public transit.
	Gardena	90249	No	12/1/2021	Moving forward this project is more of a waste of money than the 110 fwy flop. People do not want or need to pay for your construction of worthless HOV lanes that only add more lanes for more bumper to bumper traffic and then pay to use those lanes. Hence, what you have are two open lanes that most do not want to PAY TO USE. For the ability to move freeway traffic use your rights of way for RAIL. In this county, there are too many cars, no more CHP to view it and too much stop n go. RAIL is how you control traffic on the freeways. I had this option with the 105 freeway and I was very pleased to watch the freeway antics as I road in comfort and efficiency.
		20009	No	12/1/2021	As someone who lived in West LA for many years choosing any alternative without a direct connection to the UCLA campus would be a grave mistake and Alt 1 &2 should not move forward for this reason. Furthermore, it is concerning that a monorail is being considered for this route given the potential impacts on travel time and capacity, not to mention inter-operability with the rest of metros fleet. In addition time and care needs to be taken to ensure the most seemless transfer experience possible between the Sepulveda line and the D and E lines.
	SANTA MONICA	90405	No	12/1/2021	Respectfully, we do not want a monorail. Please toss all those options. The chosen alternative simply must serve UCLA's campus and Westwood Village directly. This railway should also not include stations that are in freeway ROWs. It will greatly hinder usability and thus ridership. The chosen alternative should be direct, logical, and user friendly. For these reasons, I prefer Alternative 6. It is direct, logical, does not demoralize riders, and serves UCLA directly.
	San Gabriel	91775	No	12/1/2021	What I wish is for this along with the many future plans for LA Metro to move faster. As an LA resident it's somewhat digraceful to rely so much on our out dated and extremly congested highway system. We cant just sit back and wait 10-20 years to build out our system. It's either now or never. Expand the LA Metro to cover the East side of Los Angeles as well from Boyle Heights to SGV. We need rail, buses are just temperary fixes to a problem. Don't let this end up like thw HSR project, please.
	Los Angeles	90026	No	12/1/2021	This is a much needed project. Monorail is a completely unacceptable solution. HRT with a direct stop at UCLA is the only option.
	Los Angeles	90028	No	12/1/2021	I firmly believe that there should be NO MONORAIL (that means no on Options 1-3) and the Sepulveda Transit Corridor MUST have a stop at UCLA that connects to other lines. It would be outrageous to complete such a massive transit project and exclude a college campus from direct access.
	Pacioma	91331	No	12/1/2021	Option #6!!!!
	Long Beach	90814	No	12/1/2021	I am a UCLA alum and an avid LA County transit user. I am writing in strong support of Alternatives 4, 5, or 6 for the Sepulveda Transit Corridor. Only heavy rail -- with a stop on the UCLA campus -- can adequately meet future transit demand for the UCLA community. A low capacity monorail offers the fewest benefits in terms of ridership, station locations, travel time, and convenience. Heavy rail is the only option that will get the most people to where they want to be in a rapid period of time.
		91411	No	12/1/2021	I suggest alternative 6 be selected as the project. fully underground rapid transit is less vulnerable to weather and operational concerns, and will preserve as much surface space for pedestrians and cars as possible. also, it is easier to expand in the future as the line would not be restricted by the street grid or topography, allowing it to go anywhere in the San Fernando Valley. It offers the best connections for passengers. I wish Metro would simply eliminate all Monorail options from further consideration. Ongoing operational costs and end-of-life for monorail cars force operators to choose replacement parts and trains from a small set of manufacturers, which is more expensive in the long term compared with standard steel-wheels-on-steel-rail trains. It didn't work for Brockway, Ogdenville, or North Haverbrook, and it won't work over the Sepulveda.
	Los angeles	90025	No	12/1/2021	What I love is option 6! Heavy underground rail!
	Valley Glen	91401	No	12/1/2021	What I suggest is that we pick a final plan and implement it prior to 2028 as promised.
	Van Nuys	91405	No	12/1/2021	What I like is the connectivity to the greater metro network, I live in Van Nuys but work in downtown LA and my partner works in Santa Monica, so the only mass transit is slow buses impeded by the car traffic. having a Heavy Rail option would be an instant first choice for us to easily get to work with the proposed sepulveda line and transfer to the expo line or purple line. What I suggest is to turn down the monorail, it makes little sense to introduce another type of transit that isn't cross compatible with the existing network of heavy rail and light rail. Also, the monorail being on the 405 makes it less accessible and more detached from my community. What I wish is for metro and the city to choose any heavy rail alternative and NOT the monorail at all. I think the ALternative 5 is a good choice since I live on the 4th floor on sepulveda blvd, a train running outside my window seems like it would be too loud for this residential area, based on my experience with the noise of steel in the red line. Underground alignment makes more sense to me since an aerial alignment could use up road space that could better go towards improvements for bicycles and pedestrian safety, as well as trees. What I suggest is that the environmental impacts of constructing a subway in the valley is easily outweighed by the massive potential of eliminating tons of GHG from car travel and easing congestion with truly effective mass transit with Alternative 4 or 5. Thank you for the open comment period and to Metro for pushing this important project forward!
	Los Angeles	90041	No	12/1/2021	We need to build with the future in mind. Heavy rail options are the only ones that merit serious attention. No to the monorail options.

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	Valley Village	91607	No	12/1/2021	I want to see a rail system that has a very high passenger throughput, and it appears that the monorail is slow and carries fewer passengers. We need to be able to connect from the valley to ucla and down to LAX, but do so in a way that enables the less able-bodied to use the system. The monorail's station positions at rail/bus interchanges will make it difficult for wheelchair bound, or even elderly, people to use the system effectively. Finally, I want the city to choose an engineering firm that DOESN'T have a history of submitting plans that are intentionally limited, bordering on ineffective, just so they can keep the initial bid cost low while knowing they'll have to tack on change orders later to make the plans viable. Choose the heavy rail proposal, #5 or #6
	Los Angeles	90016	No	12/1/2021	The first 3 proposals are non-starters. A monorail is not a serious solution. It's also imperative that this project provide direct access to UCLA. Proposal number 6 is the best of these.
	san pedro	90732	No	12/1/2021	a monorail is not the best option for this project. HRT or high speed rapid transit is the only available technology that can effectively provide the necessary load factor and transit density this route will require. it must stop at UCLA, interchange with the purple line and have a stop at LAX or it's useless. i like the route, many people will find this transit solution useful and convenient and it will make metro much much better as long as it's NOT a monorail!
	Stevenson Ranch	91381	No	12/1/2021	As a commuter between Santa Clarita and West LA I'm writing in support of proposals 6, 5 and 4, in that order. Heavy rail not only meets the needs for the volume of commuters along this corridor (much better than a monorail), but it also stops in Westwood without needing a transfer and does not have a stop in the middle of the 405. The areas surrounding rail stops should be dense job and housing centers.
	Los Angeles	90005	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Los Angeles	90039	No	12/1/2021	The monorail options don't seem to make sense. I would much prefer the 4-6 options as it seems more usable and specifically as someone who commuted from the valley to UCLA having a stop at UCLA should obviously be required for anything to be considered
	Los Angeles	90034	No	12/1/2021	Do not build a monorail. This city is not Disneyland. Get rid of the first and third options. Integrate HRT along alternatives 4, 5, or 6. It's important that the Sepulveda Transit Corridor connects to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA, otherwise, what's the point?
	West Hollywood	90069	No	12/1/2021	A station directly at UCLA is a must given the amount of people who travel there daily. With future connection from LAX to the Valley, I believe that capacity is important, so heavy rail is preferred over monorail. The monorail is cute but not ideal because it can't compete with passenger loads and exchanging parts with other vehicles in the system for maintenance purposes. A stop at the Getty Center would be nice, but not if we sacrifice capacity (use the monorail). As the only high speed connection from the westside into the Valley, speed, capacity, and a stop at UCLA are the most important aspects to me.
	North Hollywood	91606	No	12/1/2021	DO NOT BUILD A MONORAIL UNDER ANY CIRCUMSTANCES. Options 1-3 MUST be thrown out. Having a monorail on this route would set public transit back decades. Listen to the transit advocacy groups and local neighborhood residents like me who URGE you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA. As someone who has lived in LA since 2009 and relied on Metro nonstop, this is a matter of vital importance to me.
	Valley Village	91607	No	12/1/2021	Alternative #6 is the most sensible response to easing traffic congestion from the San Fernando Valley to the Westside. This is the shortest and most direct route with minimal interruption of existing above-ground driving routes, potentially allowing for less-interrupted street use while the project is underway. It efficiently connects existing/future public transit routes in the SFV to those in the Westside as well as accounts for future growth in public transit use by accommodating more passengers more frequently and accounting for future growth by allowing for the addition of more trains if necessary. What I wish is that the project included stops for the Getty or Mullholland Drive to encourage hikers and museum-goers to use public transportation when visiting these locations. Adding an additional stop in the SFV on Victory or Oxnard Blvd. would also improve the access to the Van Nuys Courthouse as well as area restaurants and shopping. This could potentially attract more foot traffic and potentially retail/restaurant establishments and possibly revitalize one of the best situated "downtown," but run-down areas of the SFV.
	Los Angeles	90034	No	12/1/2021	Do not build a monorail. Options 1-3 must be thrown out. It would be incredibly inaccessible and inefficient for the corridor and would set us back decades in public transit. I am URGING you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA. Prioritizing rider's experience waiting at stops and making transfers will be incredibly important in driving ridership, and ultimately addressing the largest source of our GHG emissions: Cars.
		91601	No	12/1/2021	What I like is Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside. What I do not like is the Monorail alternatives when a more efficient alternative is available.
	Los Angeles	90019	No	12/1/2021	I really like Alternative 6. It feels to be the most comprehensive as well as most aligned with future growth in the region. I suggest that Metro avoid the monorail alternatives as it doesn't allow flexibility in the system as the Southland evolves in the future.
	Los Angeles	90026	No	12/1/2021	I strongly oppose a monorail alternative with inaccessible stations and an additional transfer needed to reach UCLA. I would suggest keeping the line underground for consistency with the rest of the system and with station locations at activity centers that maximize ridership.

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	Long Beach	90803	No	12/1/2021	Regarding connection to UCLA, I like any alternative that provides a direct stop at the UCLA Campus vs a shuttle or connecting APM. From my recent experience as a college student, having transit directly on campus is incredibly convenient and I believe it will have much higher ridership than a connecting bus or people mover to the train station several miles away. More legs and transfers required for one trip means a much lower desire to take the trip via transit at all. Regarding a stop at the Getty Center, while I believe it would be nice, I think that fast and convenient travel to the other parts of the Sepulveda Corridor are a higher priority. The Getty Center is going to be a single occasional trip for most people, not a daily trip, so it would be better served by several shuttle bus routes connecting it to the larger transit system. Serving daily commute trips quickly and comfortably should be the higher priority of this project. Regarding the mode of transport, I believe heavy rail is the better alternative. It is familiar and compatible to existing Metro infrastructure, and as such will make the existing system more flexible while requiring less training. It also has much higher capacity, and I fear that limiting such a critical travel corridor to the slower speeds and lower capacity of monorail will be a mistake in the long term. We want to build the best solution for the future of LA, and as one of the most important projects for transportation right now, I don't believe the lower cost of monorail will justify the future limits and unknown challenges it may bring with it. Heavy rail is fast, efficient, and familiar for daily commuters and I think it is the best choice for the Sepulveda Corridor project. Thank you.
	Santa Clarita	91390	No	12/1/2021	Do not build a monorail! We need a HRT along routes 4,5 or 6. As a UCLA student, you need to put a stop for UCLA or this is pointless. The majority of people I know at ucla are from the surrounding 60 miles, connect us to school!! We need the corridor to connect to the purple and gold lines, NOT AN OUTDATED FORM OF TRANSPORTATION LIKE THE MONORAIL
	Los Angeles	90042	No	12/1/2021	Alternatives 4 and 5 are by far the best options for LA. These use tried and true transit technology and serve the best destinations in the corridor. This will have a huge positive impact on Van Nuys and the Valley as whole. Please, please do NOT build a monorail. It will breakdown, run over on costs, and will be another blemish on Metro's already spotty record of building quality transit facilities.
	Glendale	91206	No	12/1/2021	Vital project to the region. No monorail. No monorail. No monorail. Use smart high capacity heavy rail with good connections to existing transit. No unpleasant freeway center or adjacent stations. Must include a direct UCLA station.
	Los Angeles	90042	No	12/1/2021	I cannot suggest strongly enough that Metro go with Heavy Rail. Monorail doesn't scale well and is ONLY cheaper if you look at the short term costs. The lack of capacity means that a monorail option is outdated almost immediately as soon as this route opens. Any potential benefits to monorail are rendered moot very quickly, at which point we'll end up with a more expensive long-term option that ALSO doesn't have the capacity of heavy rail. I sincerely hope that Metro is looking at long-term usability with this rail line and with that perspective being considered, option 6 is the clear choice. It's the most useable of the planned routes and getting more people in the Metro system has benefits for the whole of transit in the county.
	Simi Valley	93065	No	12/1/2021	As a daily driver from Simi Valley to Westwood, I am so excited about this project, and I'm writing in support of proposals 6, 5, and 4 in that order. The heavy rail proposals not only would be able to accommodate the heavy volume of commuters along this corridor (as well as removing more commuters from the 405), but they also have an essential stop in Westwood - dense with housing, jobs, shopping - and avoid a stop in the middle of the 405, which is a complete waste a public transit stop. With heavy rail, you simply get a better bang for your buck, and we are spending a lot of bucks. Thanks for your consideration!
		90041	No	12/1/2021	After looking at all the options, I don't think there's any argument that the monorail option would be the least expensive, and fastest to build. I've been to China and Japan and realize that monorail is not just for amusement parks and to quote Ray Bradbury; L.A. has the environment to most benefit from such a system.
	Woodland Hills	91367	No	12/1/2021	I strongly prefer the heavy rail option(option 4). The whole idea of the sepulveda corridor is to offer fast and convenient transit options. Not only are the monorail routes more indirect, its travel time from the valley to Westwood would be substantially more than the heavy rail option. This longer transit time of the monorail options defeats the whole purpose of the project. Also, can you add expected travel time to the project document for the public?? It was available in some of the early documents of this project but it is omitted this time for the public comments, a little bit suspicious? Besides the faster travel time, the heavy rail option also provides more convenient transfer options for passengers. If it's monorail, people would have to get out of the underground purple line station and go up couple stories to catch the monorail, making their trip longer and more inconvenient. Furthermore, heavy rail offers much greater capacity to meet the potential future passenger demands, and it will be much easier to expand beyond Westwood to LAX. Also, the company metro is working for monorail (BYD) lacks any experience as they haven't built a single large monorail system. They only built a small monorail loop for their Shenzhen campus, but besides that, their experience in building and estimating the cost of monorails are minimal (how did I know this? They also tried to build monorails for many cities in China, including my hometown Guilin, but they failed to complete every single monorail project). Please, no more gadgetbahn. Do what makes the most sense for the people using Metro.
	North Hills	91343	No	12/1/2021	Thank you for the depth of knowledge on display at the project website. Though it is unlikely to be the favorite, I like the Alternative 6 proposed route. It links Van Nuys Blvd up with the Westside in an elegant way, promoting Van Nuys Blvd as a major transit corridor. It also shares a service hub with the existing Amtrak/Metolink station. I also like that an alternate route away from the 405 would promote itself as a distinct service, divorcing itself from the perception of the 405 being a gnarl of traffic and slowdowns.
	Los Angeles	90042	No	12/1/2021	I truly believe that the best option for the Sepúlveda Pass transit corridor is HRT. The monorail alignment will not meet the necessary capacity for future use and suffers from other potential issues. As we have seen in metros other freeway adjacent stations such as those on Green and Gold lines these stations are extremely noisy and expose riders to exhaust fumes and other dangerous contaminants. The HRT option 6 will best connect patrons with the East Sanfernando valley LRT and Metro G line at

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					the Van Nuys Station. The other HRT options connecting through Sepúlveda miss this critical connection at Van Nuys G line Station. The monorail is an unproven technology brought on by a private company BYD that looks to profit off taxpayers without providing the best transit service of HRT.
	Los Angeles	90043	No	12/1/2021	Please do not consider doing an "At Grade" project. This line is necessary, but will all the delays in the Crenshaw Line, costs and community impact need to be minimized. An Above Grade Rail system, would speed this along. Also plugging into existing Stations on the Expo and Crenshaw Lines would be the only appropriate upgrades. LAX to the Orange Line, with Bus LInes extending beyond these hubs. Stations: LAX/Crenshaw; Expo; Ventura; Orange Line.
	Los Angeles	90025	No	12/1/2021	Hi, in my view options 4,5, & 6 are the only acceptable options -- there must be an on-campus UCLA station and there are too many benefits of heavy rail. I prefer alternative 6 with 4 and 5 being acceptable. Thank you.
	Sylmar	91342	No	12/1/2021	Alternative 6. Monorail will result in the agency having to manage new equipment and processes just for this one line.
	Culver City	90230	No	12/1/2021	Please pursue HRT alternatives 4, 5, or 6. I urge you to listen to transit advocacy groups. Please do not pursue monorail.
	Culver City	90232	No	12/1/2021	This is the moment for long overdue, practical action. Please do not build a monorail where a heavy rail train is needed. We need to be responsive to climate change, not reactive. Let's make it possible for as many people as possible to use public transit instead of cars in Los Angeles. The monorail is not a good choice here; a proper train is. Thank you! Disa Lindgren, pedestrian, bicycle/bus/Metro light rail rider and resident of L.A. County.
		10001	No	12/1/2021	Please, please do NOT consider a monorail for this project. HRT is the ONLY viable option, due to the capacity needed for this corridor as well as having a stop right on the UCLA campus, which is where most riders using this line will want to be going to or coming from. I lived in Los Angeles for 5 years and left to NYC in part because of being stuck in traffic in a car all day. I dream often about returning to LA one day, and having a usable rail network in the city is the number one thing that would bring me back. Having this project as a monorail and not HRT would leave the 405 freeway full of cars and traffic. Please only consider HRT for this project, specifically Alternative 6 makes the most sense.
	Van Nuys	91411	No	12/1/2021	I suggest strongly that none of the Monorail alternatives are constructed. I really like the Heavy rail alternatives, with a small personal preference for Alternative 6.
	Sherman Oaks	91403	No	12/1/2021	Reviewing the options above I believe that Alternative 5 would be the best option for the city. It looks to hit all the key connection points, including the Metro link connection in Van Nuys, a key location on Ventura Blvd, connection to UCLA, and the E line. Additionally, it is mostly a heavy rail construction, which seems the most appropriate since it is a widely used transit methodology (lower risk, lower cost) than a mono rail, and is a good fit given the the transit demand through the Sepulveda Pass corridor. Additionally, underground has less risks associated with NIMBY and less risks posed from wildfire or landslide, both of which are ever present risks in the area. I would very much like to see this continue south to eventually connect with LAX and potentially a stop or two beyond as that is an ideal stop for this route.
	Burbank	91501	No	12/1/2021	Option 6 looks the best here. The stop in Sherman Oaks is the most convenient and it's a lot quicker to build than a monorail. Option 5 is also a good alternative. I also think there's potential to build North of van Nuys
	Los Angeles	90034	No	12/1/2021	Alternative 6 via Sepulveda Please
	Los Angeles	90033	No	12/1/2021	Option 6! No monorail. Include UCLA in the decision-making process.
	Los Angeles	90095	No	12/1/2021	'On-Campus Station' at UCLA
		91604	No	12/1/2021	What I suggest is not going with BYD and the monorail plan. It is idiotic, will not serve the community based on station locations alone, and will cause more unnecessary traffic on the 405 during the construction. BYD has a history of failing in their promises with the electric busses and with how much things will actually cost. That $6.1B estimate is not going to be what it actually costs and, in the long run, will not save the city any money because far less people will use this plan compared to the heavy rail plan because, again, the stations are not convenient. We get one shot at this. One chance to make public transit a great option in our city and to clear the freeways even just by a fraction. Please do not choose the monorail option and do not do business with BYD.
	Los Angeles	90018	No	12/1/2021	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
	Santa monica	90291	No	12/1/2021	You need to build this as soon as possible. 2033 and 2057 are crazy timelines that need to be accelerated. We need this yesterday. We cannot afford to wait any longer. Get public private partnerships. I don't love the monorail idea. It's not that much cheaper and doesn't include a stop in Westwood. Build the full line ASAP. We cannot wait any longer. Build before the Olympics. Do whatever it takes. We need this train now!!!
	Los Angeles	90016	No	12/1/2021	Alternative 6 is the best, 4 and 5 are fine. A monorail is so comically dumb it is literally a joke on the Simpsons. I am a USC alum and as a personal rule, loathe the bruins, but making a Sepulveda transit corridor without a UCLA stop is just ridiculous. When you have Trojans coming here to tell you that a stop at UCLA is imperative, you know it's true. It's a major university and hospital. Don't be ridiculous/cheap.

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	Placentia	92870	No	12/1/2021	The only proper alternatives are 4-6. Heavy rail is the only proper option given the demands that will be placed on the line considering literally everyone in the valley will want to use it to reach west LA. These demands will only grow in the future when plans for the extension to LAX come into fruition. It is important to realize that this is more of a regional rail line rather than a metro line so capacity and frequency will be more important than top speed. Connections to the existing lines in the Valley and in West LA will be of high priority. Getting people onto different lines as quickly as possible will be what defines this line considering there won't be as many intermediate stops. With the monorail proposals, connections will take too long for anyone, especially those with mobility issues. Additionally any plan needs to include a station at UCLA since students will be using it to get to their classes. This will be important to reduce the housing stresses in the Westwood area by allowing students to live elsewhere not just in west LA and Santa Monica but also in the Valley. Ideally the entire thing should be underground except at the northern terminus where the connection to the light rail line and Metrolink should be as short as possible. This will help with reducing noise complaints in the area and the minimization of destruction of existing properties along the right of way. In the future, there should be studies to see if extending the line east from the current northern terminus to Burbank airport will be feasible along the existing Metrolink right of way. This will help in encouraging more people to use that airport especially in the Valley to use that airport rather than LAX.
	Los Angeles	90029	No	12/1/2021	DO NOT BUILD THE MONORAIL. FOR THE LOVE OF GOD WHY IS THIS EVEN AN OPTION(hint: corruption) Build automated Heavy Rail with long trains running every 3 mins. NO MONORAIL!
	Los Angeles	90034	No	12/1/2021	What I wish is that, when the 405 was widened, instead of adding lanes for more cars, light rail was added to run next to the freeway (either in the middle or along either side. That actually would have made sense and would have made the destruction of habitat that occurred as part of the widening project worth it. I would support removing car lanes from the freeway in order to add in rail. I would also support congestion fees for those driving alone along the 405 (or Sepulveda Blvd) through the Sepulveda pass.
Berkeley Hall School	Los Angeles	90049	No	12/1/2021	As the alternatives for express transit for the 405 are considered, we strongly recommend your review of the Mulholland Corridor as a possible link for your alternatives. The Mulholland Corridor is populated with many schools which require families to drop off children and then get to work on time. Providing access to the express solutions, especially involving driving, onto and from Mulholland Drive in the vicinity of I-405 would be substantial for a lot of people and further alleviate traffic from I-405, thereby improving your goals of decreasing travel time, prioritizing high traffic points of interest connections and promote efficiency.
	Carson	90745	No	12/1/2021	NO MONORAIL!!! with that said Options 4-6 are the best alternatives. If I had to choose, I'd opt for Option #6. The ability to run 6-car trains makes this option the obvious choice, ridership will be massive on this line. We need to future proof capacity wise.
		94704	No	12/1/2021	Please directly serve UCLA's campus. Alternative 6 is the best, and Alternatives 4 and 5 are better than any of the monorail alignments in Alternatives 1-3.
		90065	No	12/1/2021	I like option six because that is where the people and the jobs are. 405 right of way will be awkward and uncomfortable for drivers and transit riders. Option 4 I like second best. What I suggest is that a monorail will increase cost since it will require a whole new technology while we are already using heavy rail. What I wish is to make sure whatever option is chosen that it connects directly to UCLA. Requiring a transfer from a bus or APM will decrease ridership and be awkward for students traveling home with their luggage. This is something I know from experience.
	Culver City	90230	No	12/1/2021	This project needs to have a stop at UCLA. Between all the students, faculty, staff, medical center, and visitors, the year-round critical mass needed for its own proper HRT station is there. It's more important to complete this project the right way rather than the quickest/cheapest way.
	LOS ANGELES	90066-3515	No	12/1/2021	Please do not consider the monorail options. There is consensus among professionals and commuters that this is a terrible option. It is slower, does not include a stop at the projected busiest interchange (UCLA) without significant additional costs, has greatly reduced max capacity, does not fit with the rest of the Metro system, and has cumbersome interchanges with every other rail connection. If the purpose of this project is to link the entire network, Valley and Basin, please consider the HRT options only.
		63108	No	12/1/2021	I support Option 6 (underground heavy rail)
		90039	No	12/1/2021	The monorail is a bad idea and would not serve the public in the best way. We need higher capacity options that include a stop at UCLA. Heavy rail is the solution.
	West Hills	91304	No	12/1/2021	No monorail. Heavy rail only. Option 6 is my vote.
	Claremont	91711	No	12/1/2021	What I like is the additional capacity built in to Alternatives 4, 5, and 6. I also much prefer heavy rail to monorail, not least for the inter-system compatibility. What I suggest is you drop any consideration of the monorail alternatives, 1, 2, and 3. Not having a direct connection at UCLA is just outrageous, especially considering the prospect of college riders, like myself. What I like about the heavy rail alternatives is their direct connections with UCLA and the D Line (which will avoid lengthy and convoluted transfers to what will be the most important line in the system!!), along with its lack of gimmicks like an automated people mover or a station at the Getty (?).
	Los Angeles	90020	No	12/1/2021	I suggest picking a heavy rail over a monorail. Multiple examples throughout te decades have proven heavy rail transportation as the best option. A monorail proposal is nothing more than a scam and a grift on the people of Los Angeles by one company. A company who's track record for Los Angeles is currently under investigation. One of the heavy rail options would be better in the long run for people that will actually use the train. A monorail is more of a gimmick than an actual viable daily transportation option in this city. What I suggest is a single tunnel under the mountains as a way to cut costs and keep efficiency. More people would be willing to actually use the proposed public transportation if it was a heavy rail system with multiple stops as opposed to a monorail system with one stop.
	Los Angeles	90049	No	12/1/2021	Whatever the outcome, please ensure that there is an entrance/exit for Mulholland Drive. There are several schools, a church, and many homes on Mulholland. It would be unfortunate for those who come to Mulholland regularly if there were no direct access from this future corridor solution. Thank you for your consideration.
	CULVER CITY	90232	No	12/1/2021	Please don't choose the monorail plan over the heavy rail one. The Sepulvida route via heavy rail makes much more sense. Monorail seems less expensive up front but it costs more over time and severely reduces capacity as ridership increases as there would be no flexibility in the length of

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					the vehicles. It would also be slower and operating costs higher. Let's play the long game and choose heavy rail (HRT1) over the monorail option.
	Los Angeles	91602	No	12/1/2021	I strongly urge Metro to move forward only on a heavy-rail-alignment. Garcetti is toast, and we need not advance any more of his inferior, financialized proposals that serve only the benefit of his corrupt partners. It's a shame Metro is considering this project as distinct from the East SFV transit corridor. My first ask would be for heavy rail to be extended north from its current terminus at the Metrolink station to, at least, the San Fernando Metrolink station. Van Nuys Blvd would be better served by BRT HRT in lieu of at-grade light rail. As far as the alignments, it would be foolish to omit a UCLA station. While Ventura/Van Nuys would obviously be a prime area for a station, it shouldn't come at the cost of a station at Sherman Way/Sepulveda. A Sepulveda/Ventura station serves the South SFV as well as one at Van Nuys. Moreover, this station would stand to gain the most should Ventura Blvd. ever get bus-only lanes, or direct connection from other bus lines in the SFV. Reject the monorail. We deserve heavy rail.
	LOS ANGELES	90039	No	12/1/2021	Option 6!
	Monrovia	91016	No	12/1/2021	Alternatives that do not have direct stations at UCLA should AUTOMATICALLY be eliminated. The fully automated train type would likely be the most successful since it provides more capacity and faster peak periods. This would help the system be more reliable and provide more opportunities for travelers from the Westside to the Valley. Heavy rail would be the next preferred option since it provides a greater capacity and has a reasonable peak headway time. The monorail should be cut altogether. The consultant lied about capacity, station length, and other alternatives for the price they quoted. The project should incorporate a clause similar to the Metro Gold Line where if additional funding is secured during construction, the extension to LAX should be built at the same time instead of waiting 20 years. My ranking of the alternatives is in order from most preferred to least: 1) Alternative 6 2) Alternative 5 3) Alternative 4 Alternatives 1, 2, and 3 should not be consider after extensive research, including an article published by LA Metro, indicated that freeway aligned stations provide more harm to users than stations located away from freeway corridors. Article described above: https://thesource.metro.net/2020/08/12/the-green-line-is-25-years-old-some-thoughts-on-that/
	Washington	20011	No	12/1/2021	Although I do not live in Los Angeles currently, I have family and friends there and would like to add my voice to this process. I am in favor of alternative 4 for the Sepulveda line. A heavy rail project is the only viable option for such an important line. Having the line run elevated along Sepulveda Boulevard per alternative 4 will reduce complexity and cost as opposed to alternatives 5 and 6. Regardless of whether this option is chosen out of the three heavy rail alternatives, I must make it absolutely clear that monorail alternatives 1,2, and 3 presented by BYD are not acceptable in the slightest. BYD has repeatedly misrepresented their costs and peak capacity in their proposals, and the connections in their plan to the existing rail/bus network are not sufficient. Besides BYD mischaracterizing key figures, the fact remains that rail stations adjacent to freeways are terrible for riders. Increased air and noise pollution will significantly dampen ridership, and the station locations are often too far removed from housing and amenities to be useful. For an example close to home, the Green/C Line shows the poor qualities of freeway stations quite well and I hope LA Metro will not make the same mistake twice. The Sepulveda Line will be a backbone of LA Metro's network, and building it as a monorail is simply unacceptable. The video below produced by the YouTube creator nandert goes into the pros and cons of the monorail versus heavy rail proposals, and clearly shows BYD's dishonesty. I encourage LA Metro staff to watch it. https://www.youtube.com/watch?v=xJdbCgVkH3w&t=1815s
	Los Angeles	90065	No	12/1/2021	Don't support Alternative 1, 2 or 3 because an Aerial structure is prone to crashes or fires along the 405 Sepulveda corridor. I support heavy rail proposals 4, 5 or 6 which have a faster route from Westwood to the Valley.
	Los Angeles	90035	No	12/1/2021	Do not build a monorail. Options 1-3 must be thrown out. Having a monorail on this route would set public transit back decades. Listen to the transit advocacy groups and local neighborhood residents like me who URGE you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA.
	Pacoima	91331	No	12/1/2021	What I like is the Bectel heavy rail option because it has greater connectivity to the neighborhoods that will be receiving stops. The monorail would be a disaster because the stops, especially the one proposed in the middle of the freeway interchange, won't facilitate the type of transit oriented development Los Angeles desperately needs.
	Winnetka	91306	No	12/1/2021	would like updates
	Inglewood	90302	No	12/1/2021	I prefer the heavy rail options since they prioritize where people will be, while the monorail options feel like they go places not too many people are. Stations on the freeway are bad. Please don't do that. My preference for the alternatives are 4 & 5 equally, followed by alternative 6. I dislike alternatives 1,2 and 3. I would actually prefer no changes over going with monorail.
	Los Angeles	90025	No	12/1/2021	A Sepulveda heavy rail line is desperately needed. Please don't let your decisions get bogged down by dollars and cents, and keep in sight the environmental benefits of the line. Also, UCLA should help pay for the line if it wants a station on campus. L.A. must keep building heavy rail, light rail and busways to help rectify the car-culture it helped perpetuate over the last century.
	Burbank	91505	No	12/1/2021	I support alternatives 4, 5, and 6
	Los Angeles	90029	No	12/1/2021	Please do not consider options 1-3. The residents of Los Angeles and the San Fernando Valley do not want a monorail. It will harm public transportation for decades to come and will not be worth it in the long run. Option 6 would be ideal, and a stop AT UCLA is a necessity.

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	Los Angeles	90020	No	12/1/2021	What I suggest is not considering any of the monorail options whatsoever for this project. I was born and raised in Seattle Washington and know firsthand how cool a monorail seems and what terrible additions they are to public transit. I wish that monorails would cease to be considered as any serious public transit system. To start, monorails do not connect well with any other forms of transit as they are either in the air - meaning steps, elevators, etc. or in the ground - which cannot have roads across it like rail. Furthermore, monorails are gateways to running transit at extreme cost. Monorails have fewer throughput of passengers than rail & higher costs. Not to mention that any breakages cost more and halt service for even longer than rail. In a corridor as critical as the West LA to West Valley which is near to some of the largest spots of transit - UCLA, it would be foolish to add the inconvenient, costly, & service outage prone monorail. Heavy Rail transit would actually allow the citizens of Los Angeles & tourists to move with ease while monorails would be a bottle neck in one of the most critical transit corridors for connecting LA & the Valley. Especially when thinking about the potential for LA to flood with tourists in the next few years for the potential Olympic Games - a monorail will leave everyone with a terrible experience. The "cool" factor of monorails does not matter when you're stuck in line for 2 hours due to it's slow throughput of passengers or crammed like sardines into a monorail car. I know those things from experience in Seattle. In short, the Heavy Rail options allow for more passengers, offer better convenience for riders and planning (even future additions or changes!), & use more widely available materials resulting in cheaper & faster repairs/maintenance
	North Hollywood	91601	No	12/1/2021	Do not build a monorail! Also, include estimated travel times for various plans on the proposal's webpage.
	Los Angeles	90066	No	12/1/2021	Public transportation at its best must be convenient enough to be a viable option over personal vehicles. The number of transfers required to reach important locations should be kept low, total travel times should be low, and the line should connect to existing transit lines. Furthermore, the stations should be located for convenient access, and the number of stations with low projected ridership should be minimized. UCLA will almost certainly be the one of the most important locations served by the project, so the line should reach UCLA with no transfers. This makes alternatives 1 and 2 suboptimal, as both require transfers to reach UCLA, defeating a major purpose of the line. Alternatives 1, 2, and 3 all include a station at the Getty. This station will have atrociously low ridership, making it a waste of money. Times are not listed here, but based on earlier information, the heavy rail alternatives should have shorter travel times between the Valley and Westside compared to the monorail alternatives. For these reasons, I suggest choosing one of alternatives 4 through 6. Regardless of choice, I hope the stations are positioned to minimize walking distances for transfers to the D, E, and G lines.
	Los Angeles	90041	No	12/1/2021	Please do NOT build a monorail! It is very impractical and only is meant to impress those coming in for the olympics, please consider the alternatives that utilize light rail systems.
	Valley Village	91607	No	12/2/2021	As a resident of Valley Village who commutes to the west side every day, I suggest that the trip from the Van Nuys station to the D line take less than 15 minutes with less than 15-minute headways. I would only consider switching from driving if I could get to work in less than 45 minutes.
	Norwalk	90650	No	12/2/2021	First off I want to express my support overall for a project to bridge a transportation gap. As someone who attended UCLA and has had to make multiple trips taking the 405, a transit option would have been a god-send. Hopefully people in the future will have a better time than I have had making these trips. Further I would like to express support for Alternatives 4 and 5 for the Sepulveda Transit Corridor. Heavy Rail is a proven, reliable method of transporting high amounts of people in Los Angeles and all over the world. Alternatives 4 and 5 also directly connect to the UCLA campus, something I think is absolutely vital and is missing in most of the monorail alternatives which instead opt for transfers which could be avoided. The station placements in Alternatives 1-3 also do not integrate that well into Metro's current and future transit stops. There seems to be a rather significant walk between the monorail station and connections to the Orange line, Expo Line and future Purple line stations. Capacity is also an issue I have with Alternatives 1-3. The information provided states that the monorail would be "expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers." At 6 cars that's a capacity of 474. Meanwhile the heavy rail Alternatives 4 and 5 state: "three cars with each car having a capacity of 170 people. Trains could be expanded to four cars." At 3 cars that's 510 and bumping it up to 4 cars puts it at 680. The Sepulveda pass is a heavily traveled area and needs to maintain a high level of capacity. Not only that, a train line here is going to last decades and needs to be able to handle increases in passenger demand. It's better to go with the option that not only already starts at a higher capacity, but is able to expand easily as needed. Heavy Rail Alternatives 4 or 5 are really the only viable options here to have a good transit that can meet the high capacity demands of the area, integrates well with the existing metro system and is able to transport people directly to UCLA. Thank you for your time.
	Los Angeles	90049	No	12/2/2021	Please DO NOT build a monorail. It would be so much better and more effective to build HRT that connects UCLA to the Metro Purple Line.
	Los Angeles	90019	No	12/2/2021	Option 6 with an On-Campus station at UCLA is the only equitable and accessible solution.
	Los Angeles	90016	No	12/2/2021	Alternatives 1 and 2 are very attractive because they are all above ground, which would likely have a faster build time. I'm impressed with the amount of stops and the diversity of locations they go to. These options both would be very beneficial to our city. Alternative 2 also has the APM to UCLA, which would be a great fast transit option for students/staff/visitors going to that campus. Alternative 3 and 4 are fine, although the underground parts seem more likely to take longer and run into construction issues.

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	South Pasadena	91030	No	12/2/2021	I was born and lived on the westside of LA all my life until this year, and if the proposed Sepulveda Transit Corridor had existed when I lived there it would have saved me and most people I know countless time and gas emissions. The Sepulveda Transit Corridor will greatly improve quality of life in its adjacent areas and will greatly reduce the number of cars on the road which are the only viable option for most people in those areas now.
	Los Angeles	90018	No	12/2/2021	This project simply has to stop at UCLA, not "nearby" with a bus transfer, but actually at UCLA, so Alternatives 1 and 2 are out. This project also needs to stop at Ventura Blvd. where the walkable destinations and bus transfers are, not the 101-Freeway, so Alternative 3 is out. Also, monorail simply doesn't have the capacity this line will need. I support any of the heavy rail options with 6 being my preference.
	Los Angeles	90046	No	12/2/2021	The monorail option seems problematic because it 1) doesn't connect efficiently to the Orange line, 2)skips UCLA, a major employer and transit center, and 3) requires in using maintenance technology the county doesn't already employ. I prefer HRT options 4,5,6 and am more likely to use those than a monorail.
	Rancho Palos Verdes	90275	No	12/2/2021	No monorail for these reasons: 1. The transfer at the G line will be a huge walk. This would likely require a second G line station adding to the cost of the monorail and the travel time of people on the g line. 2. The transfer to the D line will be bad. Alternative 1 seems to involve a long walk to the VA station and alternative 2 involves a weird spur to the Westwood station that would slow down the train significantly and add to the travel time of riders going through the stop, which will increase greatly when the LAX extension is finished. 3. The transfer at the E line will be horrible and could involve a long walk (according to the BYD proposal). These transfer issues are exponentially worsened by the fact that this line is meant to take everyone from the valley who wants to get to the Westside there. So more transfers will be made on this line than most others. 4. Many of the stops will be along side/within a freeway. The most egregious of these is the stop on the middle of the transfer between the 101 and 405. Who wants to go to a freeway interchange? I've taken the green line to it's stop at the 110 and it is horrible. Putting stops even adjacent to freeways decreases walkability, as people avoid crossing freeways. It's like you're cutting out half of the walkable zone around the station. The C line is the perfect example of why not to do this. 5. The monorail doesn't have a stop at UCLA. In alternative 3 it does, but that would add 2 billion to the cost (according to byd). Having an automated people mover or even worse a bus line would greatly decrease the ridership out of UCLA, a school where 45,00 students are enrolled, and many want to go to LAX or DTLA. 6. The increased cost of maintenance to a new type of transit outweighs the cost savings of monorail. Having completely new maintenance facilities for a type of transit that offers little upside is a major issue. 7. Lower capacity. This is going to be the backbone of our transit system, and having a low capacity monorail will hinder its use. The monorail would be a disaster. It would be a result of corrupt political practices, wasting the money of the people of Los Angeles so that Eric Garcetti can favor a company he receives contributions from. It would be poorly used. It would be an embarrassment to Los Angeles. The 405 is embarrassing enough without a monorail on top of it. However, heavy rail would be an incredible addition to our rail system. All 3 HRT alternatives are good. Personally I would prefer alternative 6 as it adds a stop at Sherman Oaks that's not freeway adjacent and runs to Expo/Bundy instead of expo/sepulveda. If you choose the HRT I thank you for this great piece of infrastructure. If not, I will be extremely disappointed, not in you, but myself, for voting for measure M, and trusting you with my money.
		91301	No	12/2/2021	As a recent UCLA alumnus, I strongly encourage Metro to adopt option 6 with an on-campus stop at UCLA. Alternatively, Metro should adopt either option 4 or option 5. The Sepulveda Transit Corridor is a major project that will last for decades, and Metro has one chance to get it right. It would make absolutely no sense to bypass the region's single most important jobs and educational center. Moreover, I strongly believe that a heavy rail is preferable to a monorail. What matters isn't how quickly or cheaply the project is finished - what matters is how well it performs and how long it lasts.
	Burbank	91501	No	12/2/2021	Hello! I want to express my support for any of the transit alternatives for the 405 corridor - either heavy rail or monorail. It would be so transformative to have transit access connecting the valley to West Hollywood and Santa Monica! My biggest hope for LA is for the rail network to be more complete and effective, so that driving (or taking buses in traffic congested with private cars) is not the only option. It truly would make the city so much stronger and more livable.
			No	12/2/2021	Hello, my comment about the Sepulveda transit project is to please consider building the necessary infrastructure for "express" services on whichever monorail/rail lines get built. Service that doesn't stop at every single station is a huge time saver, making the service a much more attractive alternative to driving. See, for example, Sydney Australia's CityRail system. I feel like this is something that is sorely missing from the expo line. At a minimum I would ask that this be considered, priced out, and included as an option in any reports or recommendations. Thank you!
	Los Angeles	90027	No	12/2/2021	Heavy rail is the only way to go. Heavy rail has the capacity and the track recrord. Proposals 4-6 are better attuned to where riders are and where they want to go. I'll let others debate the fine points of 4 vs 5 vs 6 -- I'll take any of them over the monorail proposals that just won't meet program goals.
	Sherman Oaks	91403	No	12/2/2021	I thought there was going to be an alternative route down Van Nuys? What happened to that

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	Los Angeles	90026	No	12/2/2021	Like many residents and commuters who travel this corridor daily, I feel strongly in favor the heavy rail alternatives and *extremely* negatively against the monorail options. Quite simply, the monorail station locations are a complete non-starter for me; though we've been promised these will not be "in the middle of the freeway," directly next to the freeway is no improvement. These station sitings provide little to no use to actual transit users. How will transfers to purple line stations be handled for example? Orange line transfers? Will costs for aerial structures facilitating these transfers be factored into total project cost in order to properly calculate cost effectiveness? Who exactly will be served by a station at the intersection of the 405 and the 101, as opposed to Ventura? The 1/4 mile radius housing and job density there would be abysmal compared to the heavy rail alternatives. Regarding travel to UCLA: I am in full agreement with the university that a transit option with no direct connection to UCLA would amount to a complete failure of planning. Alternative 1, without a grade separated ROW, can be easily ruled out outright. As for alternative 2, will the cost of the APM be factored into the total project cost? Will travel times for these alternatives be calculated not just for end-to-end travel, but also travel to UCLA taking into account transfer time? To provide a truly fair analysis, all 6 alternatives must estimate travel time from Van Nuys Metrolink to UCLA and UCLA to Expo line. The heavy rail alternatives far exceed the monorail alternatives in terms of time savings, capacity, and projected ridership. Of those alternatives, 4 and 5 seem almost as if they were designed to fail: 4 from opposition by the sherman oaks homeowners association due to aerial structures on Sepulveda, and 5 from high cost. 6 is the best option, with a few caveats. Why does the route south of the purple line veer west to hit the expo line at Bundy? Is there a reason that the straightest route to expo/sepulveda was excluded from further analysis? I cannot help but feel that the deck is being intentionally stacked against heavy rail by producing these less than ideal alternatives. Why was the straightest, least expensive, fully underground, and most politically palatable alternative -- namely a modified alternative 6 that hits expo/sepulveda -- excluded? Considering BYD's poor track record with Metro, as well as its history of unsavory backdoor relationships with Los Angeles politicians (see Paige St. John, "Stalls, stops and breakdowns: Problems plague push for electric buses," LA Times, May 2018), I cannot help but feel disheartened by Metro's seeming enthusiasm for monorail, in spite of very loud objections by the actual people who ride transit along this corridor. Will those Metro staff/board members with conflicts of interest regarding BYD be recusing themselves from the review process? If monorail is selected over heavy rail for this corridor, trust and believe that there will be a huge backlash against metro from some of its current strongest supporters. Thank you for your consideration.
	Santa Monica	90405	No	12/2/2021	The Sepulveda Transit Corridor must be heavy rail transit. We do not want a fun-in-theory monorail that will quickly have maxed out capacity going by your own stated demand numbers. This project will only happen once in a century and it must be done right: HRT. Also, not having a direct stop at UCLA would be a glaring missed opportunity. Plan it, fund it, build it!
	Los Angeles	90026	No	12/2/2021	I strongly oppose options 1-3. Any of the options 4-6 would be acceptable but #6 is the best by far. If executed correctly using heavy rail, this project would create a genuinely viable alternative between the valley and the west side, as well as an alternative transport to UCLA that would be heavily utilized. If LA is serious about reducing traffic and creating a viable alternative to polluting, climate-change inducing cars, that means taking these projects seriously, and that means choosing options like #6 that actually serve the potential riders.
	Los Angeles	90012	No	12/2/2021	No monorail, please.
		90025	No	12/2/2021	I am in favor of options 4, 5, and 5.
		90025	No	12/2/2021	I am a UCLA graduate student living off-campus. I am currently living in Los Angeles without a car and depend on my bike and public transit. I grew up in the Bay Area and although I expected this when I moved to Southern California, I have been incredibly frustrated with the fragmented and unreliable public transit in LA. I sincerely believe that improving public transit will make life better for all LA residents. I strongly endorse Option 6 because it will make commuting much easier for thousands of UCLA students and employees, and will ultimately make the world's #1 public university more accessible to more people.
	Santa Monica	90405	No	12/2/2021	What I like are options 4-6. I like HRT only and a UCLA stop is vital. I suggest you scrap ideas for a monorail and only suggest HRT options.
	Los Angeles	90004	No	12/2/2021	I don't love the monorail option because it 1) doesn't connect efficiently to the Orange line, making it harder for transit riders (the most time-strapped citizens of LA) to connect in an efficient way—and making those who MAY take it less likely to do so because it's inconvenient. 2)skips UCLA, which is a major employer and transit center (not to mention I'd love to take transit there to attend medical appointments and save myself the $25 parking fee), and 3) requires in using maintenance technology the county doesn't already employ. I prefer HRT options 4,5,6 and am FAR, FAR more likely to use those than a monorail. Consider the people who may not be able to or have time during their commute to walk a mile between stops.
	Reseda	91335	No	12/2/2021	I am utterly and completely opposed to any monorail. I am the chair of the mobility and environment committee for the Reseda Neighborhood Council. The monorail is a bad idea. Two options do not even go to UCLA which is a major needed transit stop. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA. Heavy rail is the far superior option. No to monorails!
	Los Angeles	90034	No	12/2/2021	I am in favor of alternatives 4 and 5. As a UCLA student and worker, I know this line will be well-used by students and staff, many of whom live in clusters along the Sepulveda corridor (stretching this down to Palms/Culver City will be huge in the next phase). Given the traffic on Wilshire and the distance from the 405 to UCLA, I do not think a highway-bound monorail is wise. No one wants to take the train to a bus that will then take another 15 minutes to get to its destination (simplicity in design and investment in a good heavy rail system will go a long way). I am less in favor of alternative 6 (though it is still much, much better than 1-3) b/c it leaves out much of UCLA's population and would make expanding the rail down to Palms and Culver City more difficult in the future.
		90019	No	12/2/2021	I prefer HRT (traditional subway) options 4,5,6 and am more likely to use those than a monorail. The monorail option seems problematic because it 1) doesn't connect efficiently to the Orange line, and 2) skips UCLA, a major employer and transit center.

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	Culver City	90232	No	12/2/2021	I prefer options 4,5 and 6. Please no monorail. We need to transports massive numbers of people. Option 6 ends oddly, will it loop back to Culver City along Sepulveda in the second phase? I think this part is important.
	Monrovia	91016	No	12/2/2021	I dreaded commuting from the San Gabriel Valley to the Westside by car. The 405 was the worst part of my commute and having a viable alternative to driving through the Sepulveda past would radically improve the experience of all commuters. Once the Expo Line and Gold Line extension opened, I was ecstatic and switched to rail for my commute. Los Angeles needs a better rail network that serves more than just the people trying to get to downtown and this expansion is the next logical step. I am in favor of the heavy rail options (4,5,6) because they seem to offer the best integration with the existing system and better throughput.
	NORTH HOLLYWOOD	91601	No	12/2/2021	After looking at the 6 options for the Sepulveda Transit Corridor, I do not believe that any of the Monorail options is viable for the needs of LA. 1. It is vital that the Sepulveda Transit Corridor services UCLA, one of the biggest individual employers (plus all the students) in the city. 2. Above ground stations should not be near the freeway, especially the 101/405 interchange. 3. The monorail would require an addition of a whole new maintenance technology that currently does not exist within the Los Angeles Metro System - it makes more sense to stay on the same system. 4. An underground Metro would service more riders and travel faster and more efficiently than a Monorail. Please consider HRT options 4, 5, and 6, and NOT the Monorail options.
	Los Angeles	90005	No	12/2/2021	What I'd prefer above all other options is heavy rail. It's versatile, supports a higher volume of passengers, and will be much more cost-effective to build and maintain.
	Los Angeles	90048	No	12/2/2021	It is essential that any monorail options not be considered. Effective long-term execution must be done using heavy rail, and needs to be actually at the UCLA campus with connections to the purple line.
	Los Angeles	90016-4606	No	12/2/2021	I have been involved with Physical Meetings on The Sepulveda Corridor Project BEFORE the On-Set of the Health Criis we are in . I'm hoping that Metro WILL BE able to get back to Physical Meetings for the Public VERY Soon! That being Said... I have Been a Huge Advocate of the Monorail ("Ruber Tire") Technology. It is definatlely Invironmently Friendly. And Becasue it have a Potential to Stop at BOTH The Getty Center and Skirball Cutural Center Stations. It helps bring Cuture to the Community. My understanding is that the Subway ("Heavy Rail") WOULD NOT be able to Do that because of the Technology. That would be ashame to miss the Opertunity to Bring Cutural and Art to the Community. Which in my option is Extreamly lacking.
	Venice	90291	No	12/2/2021	Hi there, I am super excited to see this project happen and I would use it day one. Here are a few thoughts on how Metro should decide what to build: - Only an actual on-campus UCLA station should be considered. Any secondary connection would massively impact ridership. - Metro should use vehicles that are compatible with the Red/Purple line to streamline maintenance and purchasing of trains. - Metro should build for high capacity at the start with 6-8 car trains. - To save cost, it would be best to have elevated rail when not going through the Sepulveda pass. - Although the alignment along Van Nuys is probably best, as its faster and has better walking sheds to stations. (On or next to the 405 would impact ridership and potential TOD) - Capacity: Peak frequency should be every 2 minutes and trains should be 6-8 cars long. We're building it from scratch. If we don't do it now we will pay so much more later on to fix these mistakes. - Even an HRT option should be automated. This is a standard practice around the world. - I still think the ESFV should be combined into this project and be HRT but with fewer stations (maybe only 2 after Van Nuys metrolink). A turn around track could be built to account for lower demand north of Ventura. Overall ridership would be far higher with a faster end-to-end travel times and no transfers. More stations in the valley can be filled in later.
	Los Angeles	90276	No	12/2/2021	The Sepulveda Line will greatly improve my ability to get around. However building a monorail would be a disaster. The transfers would be very difficult. My mother lives in Chatsworth and having to walk the extreme distance proposed for the G line transfer would greatly increase my travel time. The stations on the monorail are all on/next to the freeway, which isn't where people want to go. Not having a station at UCLA would be horrible. I, someone who has no interest in going to UCLA for any reason, recognizes the importance of this station. Not including it would be atrocious, as collegiate students are more willing to take transit that the average person. Having a bus line or apm would deter students from this. PLEASE UCLA STATION, NO MONORAIL. I also wonder the additional costs ensued by the addition of a new type of train system. Would there be additional maintenance costs etc from operating monorail trains?
	Sherman Oaks	91403-1336	No	12/2/2021	the monorail option seems problematic because it 1) doesn't connect efficiently to the Orange line, 2)skips UCLA, a major employer and transit center, and 3) requires in using maintenance technology the county doesn't already employ. I prefer HRT options 4,5,6 and am more likely to use those than a monorail."
	Los Angeles	90065	No	12/2/2021	What I would recommend is that all of the monorail proposals be abandoned, particularly the ones that require a separate transit line to provide service on to the UCLA campus. All the monorail proposals seriously lack the ability to meet most of the program purposes and needs in general. Not directly serving the campus location directly in particular is a serious failing in the design, scope, and goals of this project. All of the HRT proposals seem viable. Alternate 6 with the southern terminus station on Bundy Dr seems like a generally better station location that will serve the immediate area better rather than being just a transfer location like the more easterly terminuses. However, Alternatives 4 & 5 have a superior northern end routing that will allow for more transit coverage of the area once the East SF Valley Light Rail project comes online. The alternatives with more extensive underground routing will obviously have service and local impact advantages, but I understand that they could come with the tradeoff of substantial cost increases. In summary, no monorail, any of the three HRT proposals are preferred, station locations that serves the local area rather than being just a transfer point, tunneling wherever practicable. Thank you
	NORTH HILLS	91343	No	12/2/2021	I want heavy rail transit with a driver. Option 4 down Sepulveda Blvd in the Valley (aerial) and a connection at UCLA. No monorail.
	Los Angeles	90018	No	12/2/2021	I am completely opposed to the privatization of the sepulveda passs. We as residents do not need to pay to use the roads. Thats why the taxes we pay and the fed subsidy make it possible to have access to roads. Making the sepulveda pass, a pay for ride lanes, will give affluent residents on the west side the privilege to have their own private lanes/roads. Those affluent residents can afford to pay for that and more. Whereas everyone else will suffer the burden of the privatization. The extra traffic will be dumped onto the other lanes as we have seen on the 10, 110, 90 fwys.

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	New York	10031	No	12/2/2021	The line through the Sepulveda Pass should be a heavy rail line rather than an unproven toy monorail a la Disneyland. That is what we worked for all of these years. The line should be fully integrated with the rest of the Metro rail system, a single fare from the Valley through the Pass to the Westside and downtown LA. Otherwise, we might as well have a true BRT through the pass. https://www.huffpost.com/entry/ill-have-a-brt-with-the-s_b_452774 Thanks for your consideration.
	Los Angeles	90065	No	12/2/2021	I like the connection to Balboa Park, The Getty Center and the on-campus station at UCLA in alternative 3. That version looks like the best number and location of stations.
		90230	No	12/2/2021	Hi there, I'm a Fox Hills, Culver City resident and I am strongly opposed to the monorail alternatives proposed for the Sepulveda Transit Corridor project. We need a system that will prioritize connections to existing metro infrastructure and avoid lengthy first and last mile connections. An electric bus connecting to UCLA proves that the monorail does not work on its own and will complicate commutes and deter potential new METRO riders. The bus connection will not be possible at every monorail station and will end up showing favoritism where implemented. Riding on the freeway is a terrible experience because of the harmful air quality and sound. Additionally, we need a system that can scale up as we anticipate increased numbers of riders. The monorail does not allow for scaling while the Heavy Rail alternatives build in provisions for future increased capacity in their initial build out. I hope we can focus soley on Heavy Rail as soon as possible since this will work best for the future of the city.
	West Hollywood	90069	No	12/2/2021	I'm writing in support of proposals 6, 5 and 4, in that preferred order. A heavy rail not only meets the needs for the volume of commuters along this corridor (and removes more cars from the 405), but it also stops in Westwood without needing a transfer and does not have a stop in the middle of the 405. The areas surrounding rail stops should be dense job and housing centers
	LOS ANGELES	90024	No	12/2/2021	As a UCLA graduate student I strongly support a connection as close to UCLA as possible. A lot of the undergraduate students I teach are commuters, and making their entry/exit to UCLA easier would seriously help their lives. Traffic in the area is overwhelming streets that were not built with the current volume in mind (for instance sunset blvd). I commuted by bus to UCLA for a year and it was exhausting dealing with the amount of traffic which could turn slight distances into hourlong slogs. As a graduate student performing wet lab work, being able to access nearby public transportation reliably would seriously help my ability to perform research, as sometimes I need to stay late to perform an experiment, and walking far at night does not always feel safe. A nearby rail terminal would seriously improve my schedule to accomodate my research.
		90024	No	12/2/2021	Please remove the monorail options from consideration - the capacity is too low per train and reduced interoperability with the rest of Metro's heavy rail lines is a negative. Also, please remove all options that don't have a Westwood station. Alternative 6 with pure tunnel is the best option for riders and the construction of housing near the stations. New stations need to be at least 1/2 mile away from a freeway corridor to maximize the walkshed. Alternatives 5 and 4 are also good, but suffer from freeway adjacent station placement and aerial structures that might have a shorter lifespan than tunnels. Would also advise that Alternative 6, increase its frequency to match 4 and 5. Not clear why it isn't.
	Pasadena	91106	No	12/2/2021	Please continue only with the heavy rail option (alternatives 4-6), as the monorail option presents too many problems that will hinder the usefulness of the system in the future. The fact that it might require an extra connection to the UCLA campus is troubling, and the freeway-oriented stops of the monorail option fail to adequately serve the communities along the corridor while making transit connections more difficult and time-consuming. It's a short-sighted option that will wind up costing more in the long run and holding Metro back.
	Los Angeles	90024	No	12/2/2021	I support alternative 4, 5, and 6.
	North Hollywood	91602	No	12/2/2021	I previously mistakenly said a monorail would be a good idea, which I would like to retract. After learning the truth, building a monorail would be incredibly short sited. We need one that funnels all the other lines appropriately. And we absolutely need it to connect to the UCLA/Westwood station without a dumb connector bus. The Monorail is not going to be faster to anyone whose trip involves transferring to or from another line, walking to destinations along Sepulveda, or going to UCLA, which i going to be most of the people taking this train. My biggest concern is timing. The timeline for phase one and phase two are way way too long. We'll all be dead by the time these get finished. Take public/private partnerships. Do whatever you can possibly do to speed this timeline up. This is without a doubt the most important line Metro can build and we need this done as soon as possible. No monorail. Yes to Public/Private partnerships and expedited timeline. Build before the Olympics!
		90064	No	12/2/2021	What I love about the HRT options is that they have a stop in the heart of UCLA. When I was a student at UCLA ('12, '15), campus felt like a bubble. It was difficult to explore LA without a car, especially when even nearby Wilshire Blvd was a mile walk away. This was worse for commuting students I knew, who slept in their cars rather than drive home or miss out on the important extracurricular activities of college. A stop on campus would open up UCLA to much more of LA. UCLA is one of the largest employers in the county and I suggest that any option must serve it directly, not through a slow, indirect connection.
	Los Angeles	90027	No	12/2/2021	I strongly support Alternative 6 including the UCLA Gateway Plaza station. This project entails a massive investment and it is imperative that it directly serve the single largest and most intense concentration of jobs and activity along the corridor. UCLA students, faculty, and staff deserve a central, on-campus station providing quick and convenient access to/from the regional rail network.
	Altadena	91001	No	12/2/2021	I support Alternative 5 or 6. Please, please, please make sure there is a stop in Westwood, AS WELL AS a stop on the UCLA campus. This would go so far to help move people around West LA and into the Valley. Also why not put a segment on Ventura Blvd? ie, connect Ventura/Sepulveda (Sherman Oaks Galleria) to Ventura/Van Nuys, then turning north onto Van Nuys to connect to the planned Van Nuys Metrolink station. Has a segment like this been considered or studied? Also, EXTEND THIS TO LAX! Okay, thanks.

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		90275	No	12/2/2021	Don't build the monorail (options 1, 2, or 3). It should be heavy rail, with a station on campus at UCLA. Any of the heavy rail options (4, 5, or 6) would be fine. However it should be designed so it can extend to LAX. If it must be private, we should learn from Japan as they operate a lot of private passenger rail lines.
		94702	No	12/2/2021	This project should not be a monorail. Monorails are not used for effective mass transit. It is critically important that this project be built as heavy rail. Alternatives 1–3 should be discarded. Within the set of heavy rail alternatives, I like the direct connection to UCLA and straightforward transfers to the D, E, and G lines as well as Metrolink and Amtrak at Van Nuys. This project should terminate at Expo/Sepulveda (as in Alts 4 and 5) rather than Expo/Bundy (Alt 6), to facilitate future southern expansions. Expanding south along Bundy does not reach as many key destinations as along Sepulveda, and unnecessarily extends the route length. The key weakness of this project is the incompatibility with the East San Fernando Valley Light Rail Transit Project. That project should be scrapped and reconfigured as heavy rail, and interlined with this project, with an aerial guideway or underground tunnel. In such a configuration, this project should be routed up Van Nuys Blvd (as in Alt 6). That being said, in the likely scenario that ESFVLRTP continues as planned, this project should not duplicate service unnecessarily, and should rather proceed up Sepulveda Blvd to serve different areas (as in Alts 4 and 5).
	GRANADA HILLS	91344	No	12/2/2021	The best alternative is to alternative 6. But at the very least, DO NOT UTILIZE MONORAIL TECHNOLOGY!!!!! The Disneyland monorail is nice but it needs to stay in the Magic Kingdom! More people can ride heavy rail!
	los angeles	90049	No	12/2/2021	The monorail option seems problematic because it 1) doesn't connect to the orange line efficiently, 2) Skips UCLA entirely (one of the city's largest universities and employers, and 4) requires using maintenance technology the county doesn't currently employ. I prefer the HRT options 4,5,6 and am much more likely to use them than a monorail.
	LONG BEACH	90806	No	12/2/2021	Please choose an alternative that both stops at UCLA and can handle higher capacities. HRT is the answer here. If you really want people to use this line, you need to limit the amount of first/last mile. Don't choose the monorail which would stop in the middle of the freeway. Also the proposed connections for the monorail appear to be very far from the D and E lines. The HRT connections are much more user friendly and again, would be easier connections.
			No	12/2/2021	Dear Mr. Carter, Obviously the best plan is completely underground HRT, like several other existing lines in the city, e.g., the Red Line. Alternatively, the only acceptable plans are HRT 1 and HRT2. How much funding do you expect to receive for the Sepulveda Transit project from the recently passed federal Infrastructure legislation?
	Long Beach	90807-3919	No	12/3/2021	Any option without a stop at UCLA is malpractice. Please eliminate options 1 and 2 immediately.
	Los Angeles	90034	No	12/3/2021	PLEASE, please go with a heavy rail option and not a monorail option.
		90066	No	12/3/2021	Hi. I've been following the development updates on this Sepulveda Transit Corridor project for a few years now, and as you know this project is extremely critical to the infrastructure of LA - and therefore it needs to be built right, and therefore not fast nor rushed. This project needs to be Entirely BELOW ground, as a heavy rail Subway, NOT light rail, and Not a monorail/tram parallel to the 405. Below ground construction would not interfere with day to day traffic on the 405 and it would also allow a faster, more direct connection that can cut through the hills a bit east of the 405. I beg you, please get this right - build the Entirely Underground Subway, Option 6 makes the most sense. Do not waste time and money on the monorail - you're not doing anyone any favors with that. And connecting UCLA is important too, but it seems like you guys have already acknowledged that in your concepts here. I'm happy to provide more thoughts if you're looking for further feedback - but in a nutshell - please get this right, as it would be a huge missed opportunity and massive disappointment not to do the subway.
			No	12/3/2021	Hello LA Metro – Please choose alignment 6! A monorail would see a potential for a bottleneck, and it won't travel as fast as a heavy rail transit corridor. You have one chance to solve the 405 problem, let's do it right! Go for alignment 6 please! Best,
	Los Angeles	90064	No	12/3/2021	All monorail options should be removed from further discussion at once. This subway line will be heavily relied on in the future and the monorail offers limited capacity expansion options. Spending money upfront on a true heavy-rail, completely underground subway will pay dividends in the future. As a West LA resident, Alternative 5 works the best. On the southern side of the Santa Monica Mountains, stops should be placed at UCLA, connect to the Purple Line at Westwood and Wilshire, at Sepulveda and Santa Monica, and end at Sepulveda/Expo. Future extension of this line can follow Sepulveda all the way to LAX. Please, please do not make the short-sighted decision in support of a cheap monorail. The short term costs will be dwarfed by the future costs of capacity additions and extensions. Future-proof this line by choosing heavy rail!
	Los Angeles	90029	No	12/3/2021	What I like is Option 6 but why on earth is the one straight line to both Van Nuys Metrolink with no unnecessary curves, and UCLA have a terminus on Bundy and not Sepulveda? Expo/Sepulveda has now become the chosen terminal/transfer for BBB/CC/MTA. Other than some few high rises that are probably not going back to full capacity post-COVID and we're already closed for most of November and December, this terminus will actually decrease ridership predictions. Option 6 needs a Stop at Expo/Sepulveda and it will be 100% perfect
	Inglewood	90302	No	12/3/2021	Please spend the $ upfront to do it right. The monorail options are terrible and inconvenient. They are not future proofed, and will require expensive modifications to make them at all decent. Option 6 is clearly the best, but 4 and 5 are acceptable.
	Valley Village	91607	No	12/3/2021	I like the idea of being able to take public transit to my job at the VA.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90066	No	12/3/2021	I would strongly suggest going with alternatives 4 or 5, as these have the better southern end connection (more evenly balancing eastbound and westbound E line travel times). Alternative 6 is okay but pushes closer to the Santa Monica end of the E line, which will likely see less traffic & be a less useful connection than the eastbound direction (with connections over into Culver City, towards the Crenshaw line and on to downtown). Additionally, the automated vehicles in the Alternative 4 & 5 proposals should make it easier to scale headways to match demand, compared to the manned vehicles in Alternative 6. Alternatives 1, 2 and 3 (the monorail options) should not be seriously considered. These have extremely poor station placements (either in the middle of the 405 or so close that it restricts access) and unnecessarily long connection distances. Additionally, the non-standard Monorail vehicles & elevated track segments would make maintenance more costly and disruptive compared to standard rail vehicles
	Albuquerque	87108	No	12/3/2021	I lived in LA county until 2018 and plan to return in the next 2 years and I loved riding metro whenever I had the chance. I would like that one of the heavy rail alternatives be chosen to create the best alternative to driving with the most speed and capacity. Los Angeles, spearheaded partly by metro needs to move away from car-centric development in order to meet it's climate change goals and having the best forward-looking transit system is a huge part of that!
	Los Angeles	90024	No	12/3/2021	Underground trains reduce environmental impact and greatly increase speed and ridership. Having a stop at UCLA is a must to reduce congestion around Westwood and increase ridership to the University. I would strongly endorse options 4, 5 or 6 with a preference for 6.
	Los Angeles	90015	No	12/3/2021	This is a no brainer. Alternative 6 is the only option that makes sense. A stop at UCLA (not "nearby") is an absolute must. Any monorail option is a waste of time and money. New tech thats not compatible with the current system that's slower, has a lower capacity and a history of issues? No thanks. Running down the middle of a freeway where it's not usable? Laughable. Alternative 6 is the only option
	Toluca Lake	91602	No	12/3/2021	Alternate 4/5 is the best way to build this project, based on the locations of proposed stations and how that will affect a future extension south to the South Bay and hopefully to Long Beach A Line. Let Valley stakeholders debate the merits of above/below ground and the expense. Thank you !
	North Hollywood	91602	No	12/3/2021	What I like it that we are working on new forms of mass transit in Los Angeles. What I dont like it the monorail. It is not an efficient form of transportation to connect with out already preexisting infrastructure. I am in support of alternatives 4-6 and would like you to consider the heavy rail option. It's a weird request but just watch the monorail episode of the simpsons. It is a flashy less effective way to support our city and should removed from the discussion. Again, please support alternative 4-6. Thank you,
		91423	No	12/3/2021	I support Alternative 6. A train that is fully underground seems like the smartest option, as it will not create the potential for signal issues with cars (as with on the fka Expo Line) and it should preserve the communities surrounding the stations. It will also protect passengers from obscene heat related with outdoor, possibly unshaded stations, which will only get worse in the coming decades. Also, passengers from Metro-Link rail should not have to take a bus to connect with city Metro, and the fact that Alt 6 provides 2 options to connect to the Metro directly via existing train stations seems like it would create a much smoother, more rider-friendly experience. Although the peak speeds at which the train could operate are disappointing relative to options 4 & 5, they are still on par with multi-car Metros in cities around the world. My main concern with Alt 6 is that during the construction period, it could disturb traffic along Beverly Glen, and I would hope Metro provides a fast and affordable alternative for the thousands of daily commuters via turning Beverly into bus-only lanes for commuters who rely on the service to get into Century City or Beverly Hills on a daily basis, or some similar option via a different route like the 405. My second choice would be Alternative 5, particularly if it would allow the project to be completed quicker. My third choices is Alternative 4. Mono-rail is a joke option, particularly because it would ferry fewer people, more slowly, and requires extensive walking between connections with other forms of transit instead of the more seamless options provided by heavy rail. This would be especially difficult for people in wheelchairs, walkers, or who have other mobility issues or are traveling with children. Please do not build a mono-rail. If you can, please speed up the estimated date of completing the Sepulveda Transit project with heavy rail.
			No	12/3/2021	PLEASE PLEASE PLEASE NO MONORAIL!!!!! 4 or 5 are PERFECT !!!!!!!!!!!!
		90731	No	12/3/2021	I highly support any idea that does NOT use monorail. This means that Alternatives 4-6 should only be considered (ideally 6 since it will be entirely underground). Monorails have less capacity and are less interoperable with the rest of the Metro system; we already have 2 rail systems (LRT and HRT). We don't need a third one. See here for more info (https://www.youtube.com/watch?v=9f__nhlHC1g) Main issues: Its hard for monorails to switch tracks in case of an issue They are relegated to ONLY above-grade transit which makes it more expensive And they, overall, can carry less people when compared to traditional 2 rail systems. Please see beyond the marketing hype and just go with what works best; the HRT. This option future-proofs the metro system giving us the option, for example, to maybe extend the Purple (D) all the way to San Fernando. Overall, heavy rail allows for more connections, capacity, and extensions. This is something that monorail can NOT do. Please use HRT. Thanks.
	North Hills	91343	No	12/3/2021	Please no monorail, we need a great transit system for the valley and would prefer alternative 5.
	Los Angeles	90024	No	12/3/2021	I like options four, five, and six. It is important that the solution can move as many people as quickly as possible and can expand capacity when needed. It is important that the stop in Westwood be as close to UCLA as possible. It is important that transfers to the other metro lines are possible.

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		11201	No	12/3/2021	I am very concerned about putting yet another transit line adjacent to a highway. This has already been done with the C Line where transit riders have an incredibly uncomfortable experience dealing with highway noise and pollution. C Line stations are not only hard to access (as they are inherently separated from any sort of walkable neighborhoods) but they also preclude the transit-oriented development we've seen along various other Metro lines. For such an important project for the LA region, I don't think it makes sense to spend billions of dollars knowing that transit riders will be relegated to this same poor experience. I also think any alternative without a stop at UCLA will be hugely disadvantageous. As a major employment center and with a dense concentration of people without cars, I can only imagine that a stop directly on campus would significantly increase ridership. Although some alternatives scope in another mode of travel as a connection to UCLA, I don't think the added transfer time would justify cost savings of not having a stop on campus. I am also generally unsure of the idea of using monorail as a technology. You would end up with a technology that is slower and lower capacity (and in this case with all the presented alternatives, would provide a poor rider experience) and all this for a technology that is largely unproven at this scale. Besides cost, I don't see much of an advantage with going with monorail. We have already seen how cost-cutting results in compromised transit lines, such as an E Line that crawls as it gets closer to Downtown LA. For a line this important and this potentially transformative for the region, I don't think it makes sense to cut corners in a way that will significantly compromise the line forever.
	Los Angeles	90035	No	12/3/2021	As a major regional connector project the Sepulveda Corridor project needs to be able to efficiently funnel commuter from across the San Fernando Valley through the Sepulveda Pass and then out across the LA Basin. I like the Heavy Rail alternatives 4 and 5 because they provide the most efficient options for commuters, especially pedestrian commuters, taking this corridor. Both of these options provide easy transfers between stations on connecting rail transit lines with the shortest walk between platforms. These alternatives also best consider future expansions of the metro network like conversion of the Metro G line to light rail which would result in changes to the location and orientation of existing stations. Finally, the heavy rail alternatives 4 and 5 also put pedestrians at the forefront of planning by placing stations in areas where pedestrians can easily and safely access stations. As the primary users of big city rapid transit, pedestrian safety and ease of access should be at the forefront of system planning. It is also important to note that I don't think the monorail alternatives 1-3 provide easy transfers between other network lines, and do not cater to the needs pedestrian commuters. The location of monorail stations in the center or adjacent to freeways, and far from walkable pedestrian oriented areas of interest means that transit users will be less likely to use the new line and will have a harder time doing so if they need to compared to alternatives 4 and 5. I suggest that metro go with the options that best cater to the needs of commuters transferring from other lines and pedestrians riders by choosing Alternatives 4 and 5.
		90035	No	12/3/2021	Heavy rail alternative 5 or 6 would be far superior in my opinion. The route should go where the riders are, rather than along the freeway. Invest in the future by using an option with best ridership capacity, interoperability and user-friendliness.
	Los Angeles	90005	No	12/3/2021	If you guys choose monorail, choose alternative 3. If you choose heavyrail, choose alternative 4.
	Los Angeles	90016	No	12/3/2021	I strongly prefer the heavy rail alignments, and in particular alternatives four and five. I like that these provide direct service between important destinations such as UCLA, instead of requiring transfers. I also prefer four and five because they create a new transit corridor along Sepulveda in the valley instead of replicating the light-rail line on Van Nuys. What I suggest is that Metro also look at the station placement and minimize the distance commuters need to travel at transfer stations. Transfers should be as short as possible to maximize utility and mobility for all users. I like Alternative four for the use of aerial structures that are less expensive than tunnels. If a tunnel must be used for those sections, I'd like to see if cut and cover methods are cheaper and feasible in this portion of the valley. Cost comes secondary to utility, but hopefully keeping costs low allows for more projects to be built.
	Los Angeles	90014	No	12/3/2021	Alternative 6 (Heavy Rail) is the best alternative, with the addition of two stations: (1) at Van Nuys, the alignment should bank right and terminate at Burbank Airport, and (2) the southern terminus should be LAX, not the Expo Line. This way, you have a single passenger rail line connecting the two most important airports to each other, and all the economies in between.
	Van Nuys	91401	No	12/3/2021	Monorail is NOT the right mode for this line. It has too little capacity long-term, too high of a cost, and alternatives 1 & 2 don't even have a direct connection to Westwood (which is a very important part of this project). I strongly prefer NOT moving forward with alternatives 1, 2, or 3. Out of the heavy rail alternatives, I strongly prefer alternative 6 since it reduces travel time between the valley and the westside and has stops in Sherman Oaks and Van Nuys in more walkable areas.

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	Van Nuys	91405	No	12/4/2021	As a resident of Van Nuys, I support options 4, 5, and 6. The heavy rail options have a higher capacity and better alignment than the monorail options. I would prefer if options 4 and 5 were being studied with standard six-car-length platforms like the current Purple and Red lines, over the three-to-four-car-length platforms as is currently being proposed. The line will need the extra capacity to serve the demand for commuting between the Valley and the westside, so building the line with smaller stations will require them to be expanded in the future. Options 4 and 5 bring more high-ridership areas into heavy-rail transit coverage, while Option 6 provides a crucial stop at Van Nuys and Ventura. Metro will have to weigh which is more important here. I would propose a modified option for option 4. The Ventura/Sepulveda station should be underground and the train should transition to elevated just north of Ventura, by the Sherman Oaks Galleria. There are multiple apartment complexes that would need to be acquired via eminent domain in the current proposed alignment, including a building currently under construction. It would not be a good look for Metro to have to evict hundreds of apartment residents to construct this line. Ideally, if options 4 and 5 are chosen, Metro would extend the East SFV/Van Nuys Metro line to Van Nuys and Ventura to provide a one seat ride between Sylmar and Sherman Oaks. This line could eventually be extended to the Universal City station via Ventura Blvd., but this would probably be years in the future, and is beyond the scope of this study. If option 6 is chosen, the line would already provide that connection to Ventura, however would likely preclude any other LRT/HRT project from being built along Ventura. None of the monorail options (1,2,3) are ideal, but if Metro selects any of these options, 3 would be the best as it provides a direct stop at UCLA. These options are slower, lower capacity, and options 1 and 2 do not have any connection to UCLA and should be eliminated from any additional studies immediately. Option 3 is not ideal, but represents a compromise between a heavy rail transit and a freeway-adjacent monorail. Overall, I would urge Metro to further study options 4 (modified to surface north of Ventura, and to be built with six car platforms), option 5 (built with six car platforms), and option 6, while eliminating options 1, 2, and 3. I hope these suggestions are useful.
		91345	No	12/4/2021	The Monorail, in any of it's configurations, is not a good choice for this project. Period. Heavy Rail Alternative 6 is terrible. It's bad because; it duplicates the East San Fernando Project, Van Nuys and Ventura Blvd doesn't have too many jobs close too it like at Sepulveda Blvd and Ventura Blvd that has many office buildings; Stopping at Bundy is not the same as stopping at the Expo Line. Also nothing is said about how an extension to LAX would incorporate Bundy or the Expo Line. Alternative 4 is the best because it is cost efficient and meets all the needs of this line. Alternative 5 is good if funding is fantastic and there is no wait for Billions of Dollars to come cashing in. If this project has to stop because of funding, then Alternative 4 is clearly the best option because it would be built sooner.
	Los Angeles	90004	No	12/4/2021	As a rider of a large portion of the entire Metro network here in LA, I would highly suggest either Alternative 5 or 6 for the Sepulveda Pass. Having an entirely underground line preserves speed, allows for the easiest connections to the existing network, and causes the lease disruption in construction. Even if it takes longer and is more expensive, it's worth having a line that's fully integrated into the rest of the network and allows for future expansion, not a completely separate and disconnected stub like a monorail would be.
	Huntington park	90255	No	12/4/2021	I support options 4,5,6 because they have stops at UCLA. It makes sense to connect a public transportation system to university campuses.
		90025	No	12/4/2021	Alternative 6 is clearly superior: it services UCLA directly, has a stop close to Little Osaka and meets the Expo line at Bundy where there are office buildings going up. Alternative 5 is inferior because the final stop is at the intersection of two freeways. Who wants to go there? Alternative 4: worse version of 5 because of the arial. Alternatives 1-3: all trash. No one wants to go to the freeways and cutting out UCLA in 1 & 2 is indefensible. Public transport is about getting pedestrians from point A to point B as close as possible. 6 does this the best, do 6.
	torrance	90503	No	12/4/2021	I would like to voice my support for proposals 4-6 (preferably 6). In order for this transit line to be user friendly, providing adequate transportation for people already using public transportation as well as convincing non-users to use it, this line must pass through the actual destinations people will go to. Having to figure out transportation between a station in the middle of a freeway adds unnecessary bottlenecks to the trip, adding trip time and exposing users to car pollution, since most destinations are not walking distance from the freeway. Not having direct stations at UCLA will also discourage a demographic that is likely to not have cars but would be willing to leave their general area. Similarly, avoiding central areas like Sawtelle, Sherman Oaks and Van Nuys and instead making users walk or bus to them from the middle of a freeway will be a missed opportunity. Please also consider that a short travel time to these freeway stations does not include an additional wait for a bus and travel time or a 15-30 minute walk. Lastly, utilizing heavy rail cars which are already used in the Metro rail network will allow the system to adapt to future population changes and new proposals to build upon the line.
	Los Angeles	90024	No	12/4/2021	Hi, I am a UCLA student and I am very excited for the Sepulveda Transit Corridor project! I want to emphasize the importance of having a stop at UCLA Gateway, *not* requiring a bus or APM transfer. My friends and I at UCLA all believe that a conveniently located stop on campus would be frequently used by so many people, but that if the additional hassle of a transfer was required, I think I might as well just keep taking the 761 bus to go to the valley. The bus is slow and I would much rather take a train, but I really don't want to have to transfer, especially if I'm carrying groceries or other items. Thank you for the consideration!
	Los Angeles	90064	No	12/4/2021	UCLA on-campus stop, if feasible, would be amazing!

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	LOS ANGELES	90034	No	12/4/2021	WHAT I DON'T LIKE FROM THE ALTERNATIVES.... The monorail options are unacceptable. As a frequent transit user, I see two issues with the monorail alternatives: LACK OF DIRECT CONNECTION TO UCLA (ALT 1 & ALT 2) I am a UCLA alum and my wife studies there right now. We have and continue to use transit to commute to campus. Not having a stop physically at UCLA (nearby does not count), is a disservice to the thousands of students, staff and faculty that depend on transit to commute to campus. Even when we take the bus to UCLA Gateway Plaza, it takes at least 10-15 minutes to get to the right building for class or work. Adding the extra transfer to a bus or APM will add more time to our commutes and is an unnecessary hassle that we should not have to deal with. We contribute to Los Angeles' economy and brand and LA Metro owes it to us to provide a DIRECT connection to campus by rail. RUNNING BY A FREEWAY (ALTS 1,2 & 3) I live right next to the 405 in UCLA grad student housing and it is unpleasant to say the least. It's loud, ugly and it certainly doesn't do anything good for my respiratory health. Whenever possible I avoid crossing the freeway from Palms into Mar Vista (unless I'm in a car) just so that I don't have to interact with the freeway be it through a dingy underpass or a loud overpass. The thought of having to walk to transit stops at the freeway is unacceptable. It will actively discourage me from using the train because I do not want to walk to an ugly, loud, smoggy freeway. I barely tolerate the 405 while driving I certainly won't while on foot and I'm reasonably certain that I'm not alone in this feeling. WHAT I DO LIKE FROM THE ALTERNATIVES... All of the HRT options look solid. Sure, they're more expensive, but they offer more capacity and more importantly do not face either of the two problems I described above. Also, LA is the third largest metropolitan economy in the world, I think it's high time we stop cheaping out on public transit and build a subway. Of the HRT options up for consideration, I am partial to Alts 4 & 5 because they stop at Expo/Sepulveda. All of UCLA's family grad school housing (look up University Village Apartment, Rose Apartments and Keystone-Mentone Apartments) is located in Palms and a significant chunk of the residents in these housing complexes use public transit to get to campus. Having the stop at Expo/Bundy would make the train inaccessible for this community. WHAT I WISH... While I do prefer Alts 4 & 5 for the Expo/Sepulveda connection I also appreciate that Alt 6 doesn't run right next to a freeway in the Valley. In an ideal world, We'd have the line run underground along Van Nuys Blvd in the Valley (like in Alt 6) but have an Expo/Sepulveda connection in the basin (like Alts 4 & 5).
	Los Angeles	90015	No	12/4/2021	What I suggest is that Metro eliminate alternatives 1-3 from consideration. A stop on the UCLA campus is one of the most important transit stations in the LA area and cannot be an afterthought and require an additional transfer. Furthermore, alternative 3 is missing a stop at Ventura Blvd where the walkable destinations and bus transfers are, instead stopping at the 101. I urge Metro to pursue HRT along alternatives 4, 5, or 6.
	Los Angeles	90034	No	12/4/2021	The Sepulveda Transit Corridor project absolutely has to work for the entire Measure M vision to be a success. This is not the place to be cheap or cut corners. It must be fast, it must have very high capacity, and it must seamlessly connect with the rest of the system. Because it ties regions together, the success of every line it touches will depend on this. Alternative 6 delivers the goods on every measure--it perfectly hits spots with high ridership potential in UCLA, Sherman Oaks, and Sawtelle, offers easy transfers to the rest of the system, would be very fast, and would have high capacity. It would do all of this without neighborhood-damaging aerial lines or the ridership drawbacks of putting rail in a freeway ROW. Sure it'll be expensive, but this is the heart of the system. If the heart is failing, it doesn't matter if the arms and legs are in good shape. If you need savings, take them on another project.
	Sherman Oaks	91401	No	12/4/2021	"eventually to LAX" The primary objective of this project should be to connect the valley with LAX. Everything else would be an added benefit. The idea that a city like Los Angeles does not have a rail system to its major international airport is 3rd world, oh wait, countries that are considered 3rd world have a rail system to their major international airports and have for 10 yrs, if not longer.
	Los Angeles	90024	No	12/4/2021	Metro should pick between the heavy rail options (4, 5 and 6). Monorail is a terrible technology and worst, all of the monorail stations are all located on/near the freeway, which is bad for walkability and station access and terrible for the lungs of the people waiting for the train. Of the heavy rail options, option #6 is the best because it gives West Los Angeles a North/South rail option that is so desperately needs give the population/job density.
	Los Angeles	90066	No	12/4/2021	What happened to the Elon Musk Proposal for the Sepulveda Pass UG Tunnel and Transportation???? "TRANSPORTATION11.28.2018 06:23 PM Locals Kill One of Elon Musk's Plans for a Tunnel Under LA Musk's Boring Company has dropped plans to dig under the city's west side after neighborhood groups sued to stop the project." What will change the Local Mentality?
	Woodland Hills	91364-1811	No	12/4/2021	Hello, I was born and raised in Woodland Hills. I graduated from USC with a B.S. in Real Estate Development from the Price School of Public Policy and currently work as an Asset Management Analyst for international real estate developer, BCEG International Investment. I reviewed Metro's plan for the Sepulveda Pass project and believe Alternative #1 is the best option. It is the best for many reasons, first because it incorporates a beautiful monorail line from start to finish over heavy rail. Heavy rail is for downtown subways, not the Bel Air hillside; enough side. Alternative #1 also keeps the most important Valley station at the intersection of the US 101 & Sepulveda Bl, unlike Alternative #6 which throws the whole course of the line way off into the middle of Sherman Oaks. The "Gateway to the Valley" if you will, is only truly found at the intersection of the US 101 and Sepulveda. Alternative #1 also keeps the line parallel with the 405 and doesn't throw itself into Westwood at the end, like in Alternative #3; you definitely don't want that. Keep the line straight down the 405. The electric bus component into Westwood is also a great idea, unlike the automated people mover component in Alternative #2. That's too much for Westwood. They don't even have a stadium so there's no need for that. Alternative #1 is beautiful and you should be proud of it, I'm sure that's why it is the #1 option. The only thing Metro has to work on is its timelines for their projects. It doesn't matter what it takes but the delivery dates for all projects really have to be cut by 33%. Thank you for your time!
		90034	No	12/5/2021	Please reject the monorail (Alternatives 1, 2, and 3) boondoggle. Please only adopt an underground options that goes to UCLA (Alternatives 4, 5, and 6). Alternatives 4 or 5 are best because their Southern end gets commuters closest to two major work areas: Sepulveda/Pico and (by hopping on the Expo line) Culver City.

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	sunland	91040	No	12/5/2021	The idea for an elevated people mover system to be routed through Westwood Village featured in Alternative 2 indicates that the private consortium is completely out of touch with modern day politics on the westside of Los Angeles. As well, as regards another of the consortium's proposals which includes a significant underground portion: how in the world would the southern end of the underground portion beneath Westwood Village be able to rise up to the surface and then become aerial somehow adjacent to the Federal Building is a wonder to behond. I have doubt whether the feds and/or Congressman Lieu would approve. Would an elevated monorail system be safe from a significant eathquake as compared to underground?
	Lafayette	94549	No	12/5/2021	Please - no monorail! Standard-gauge rail system will physically connect with the other rail systems in the area. The project does not need an unproven technology. Stick to what is known to work!
	Los Angeles	90035	No	12/5/2021	Please pursue Options 4-6. The Sepulveda Transit Corridor must connect to the Purple Line and Expo Line in a convenient way, and it must have a stop at UCLA. It does not make sense to have a monorail over the 405 when thinking of pedestrian stops along that route? I would most utilize Option 6.
	SANTA MONICA	90405	No	12/6/2021	I would like to strongly advocate for Alternatives 4, 5, and 6, with a preference for Alternative 6. I am against Alternatives 1, 2, and 3, because I am skeptical of the monorail's ability to efficiently coexist in the greater Metro network long term, and moreover because I think running a transit line directly along the 405 (or any other freeway) will immediately doom its future use. Furthermore, I think any alternative without a one-seat connection (not bus or people mover) to UCLA should be a non-starter. I am a regular Metro rider on the E Line, which I use both to commute and to visit different parts of the city in my free time. I am intrigued by Alternative 6 by the ways it would connect with the E Line at Expo/Bundy, while also not just mirroring the 405. In my impression, the E Line is at its best when it diverges from the 10 freeway, and so I would like to see this done here as well. Personally, I also think the alignment with the future SFV light rail is a benefit, as it creates something like an "express train" over those first 5 stops of the light rail. I become even fonder of Alternative 6 if the Expo/Bundy connection implies that the Southern Phase 2 line will go through areas with lots of jobs and housing, like Playa Vista.
	PANORAMA CITY	91402	No	12/6/2021	I would like to voice opposition to any monorail alternative. They are inferior in route for what seems like minimal cost gain. This is perhaps the most consequential project Metro's undertaken. Above all else, please don't instantly hobble it with a substandard technology.
		90245	No	12/6/2021	I prefer the idea of directly connecting to the UCLA/Westwood area (likely one of the biggest sources of ridership along the line) in the heavy rail proposals and the fact that it would use off the shelf technologies that have an established track record. It would also likely allow for a more seamless connection experience with other metro lines. I like the Expo/Bundy terminus in alternative 6. Since the line is separated from others, a fully automated heavy rail seems like the best approach, offering the best headways and most reliable performance, and allowing employees to engage in other customer-focused tasks. This is consistent with global best practices - new metro lines are almost all automated now. The monorail proposals seem convoluted and more circuitous route. Connection with UCLA seems like an afterthought. Stations on or right next to freeways are not great for neighborhood access and make for a noisy, polluted experience for travelers.
Sherman Oaks Homeowners Association			Merged Document	12/6/2021	The Sherman Oaks Homeowners Association submits the attached letter with ten critical questions concerning the Sepulveda Transit Corridor Project. Our questions are based on community concerns from local organizations, residents, and businesses. Metro has implied that many answers will be forthcoming during the environmental analysis process. THIS IS NOT GOOD ENOUGH! In the past, SOHA has submitted many questions and Metro has never answered any of them. SOHA has also submitted many substantial comments which Metro has ignored. METRO CAN NO LONGER IGNORE THE PUBLIC! Metro has been totally silent or at best misleading with the public about many basic critical technical, route, financial, and other aspects of the five concepts. It appears that Metro prefers to give the public trivial levels of information, so the public is unable to ask tough questions that Metro is afraid to answer. THIS IS SIMPLY WRONG! The public needs real substantive information and rapid definitive answers to questions now – not in six months or a year or two years when it will be too late to do fix anything. SOHA is finished playing the game by Metro's rules – because these rules deny the public the influence and answers that they deserve. To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of an environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer. SOHA also demands that Metro notify us in writing within one day (by December 7th) whether they will be providing substantive responses to our questions or will not, and when we will receive the responses. Thank you. We look forward to hearing from you promptly.
Sherman Oaks Homeowners Association (SOHA)			No	12/6/2021	Dear Ms. Wiggins and the Sepulveda Transit Corridor Project Team, The Sherman Oaks Homeowners Association submits the attached letter with ten critical questions concerning the Sepulveda Transit Corridor Project. Our questions are based on community concerns from local organizations, residents, and businesses. Metro has implied that many answers will be forthcoming during the environmental analysis process. THIS IS NOT GOOD ENOUGH! In the past, SOHA has submitted many questions and Metro has never answered any of them. SOHA has also submitted many substantial comments which Metro has ignored. METRO CAN NO LONGER IGNORE THE PUBLIC! Metro has been totally silent or at best misleading with the public about many basic critical technical, route, financial, and other aspects of the five concepts. It appears that Metro prefers to give the public trivial levels of information, so the public is unable to ask tough questions that Metro is afraid to answer. THIS IS SIMPLY WRONG! The public needs real substantive information and rapid definitive answers to questions now – not in six months or a year or two years when it will be too late to do fix anything. SOHA is finished playing the game by Metro's rules – because these rules deny the public the influence and answers that they deserve. To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of an environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer. SOHA also demands that

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					Metro notify us in writing within one day (by December 7th) whether they will be providing substantive responses to our questions or will not, and when we will receive the responses. Thank you. We look forward to hearing from you promptly.
	Sherman Oaks	91403-4829	No	12/6/2021	Having attended the initial in-person community meeting at the Senior Center in Sherman Oaks and having followed the Zoom noon meetings since, it appears obvious to me, as it did to the vast majority of members in attendance at the Senior Center, that the plan to have the Valley to Westside transit parallel interstate 405 makes overwhelming sense. Not only is it already a major thoroughfare, but it does not disrupt commerce as well as the many people who live along the other proposed options (i.e., Sepulveda Blvd).
	Los Angeles	90034	No	12/6/2021	Hello, Thank you for allowing the public to make our comments regarding the Sepulveda Transit Corridor Project. That being said, the Sepulveda Transit Corridor is an immensely important project for LA county and it has the potential to revolutionize travel for the LA metro area, so it is absolutely essential that Metro does this right. In my view, Alternative 6 is the best option, and I commend Metro for having this option at all and being thoughtful of the potential this project can bring to our transit future. The UCLA station *must* be retained no matter what, the ridership potential for UCLA students are simply just too great to deny, to the point that this transit line will hinge on the accessibility to UCLA and its surrounding areas. Any alternative/plan that does not have a UCLA stop should not be taken seriously at all and should be automatically taken out of consideration. The monorail option is an extremely poor option and should not even get this far into consideration in the first place. The technology is incompatible with the rest of the system so it will just be extra maintenance costs for no reason other than incompetence. The monorail also has an objectively inferior throughput and capacity. The 405 corridor is one of the, if not the most busiest freeway corridor in the metro area, as evidenced with the constant traffic congestion along the freeway. It would be irresponsible to consider projects with poor capacity. The promised costs of the monorail options are absolutely not worth the product that would come out of it. Stations from option 1-3 are so poorly placed it's laughable. Connections from transit station to transit station is inconvenient and further cements the American stereotype of poor public transit design. Some of these options don't even have a stop in UCLA and instead uses a bus connection??? That is such a terrible plan that lacks foresight and planning, it is atrocious that it even came out of their drafts! This is how you completely mismanage a revolutionary project. The company behind the monorail concept is extremely sketchy and has zero operating monorails in their project portfolio. Their "skills" are not to be trusted, nor should they be entertained. How has BYD's electric busses worked so far? Option 1,2, and 3 should be immediately taken out of consideration. A monorail is a gimmick fit for theme parks, it is not a viable transit option. If it was, we would see a lot more extensive monorail systems around the world and yet there are barely any. The option is clear here in regards to which technology should be utilized. Even though option 6 is my favorite, either 4 or 5 would suffice and I once again commend Metro for having these 3 objectively good options on the table. For Option 6, it is so well designed because of all the transit connections. It is very seamless and is akin to world class public transit systems elsewhere in the world. My only question and complaint is the planned frequency of Option 6. Why is it only 4 mins as opposed to option 5 and 6's 2.5 minutes? The technology is the same is it not? Not only should it be increased to 2.5 mins, it should be automated as well to ensure reliable service. Remember, this project has the potential to shape the future of transit in LA. If we are spending this much money already then it is the utmost importance that we do it right. If time permits, please watch this video for an even better explanation of why a heavy rail subway is infinitely more preferential to a monorail. Link:https://www.youtube.com/watch?v=xJdbCgVkH3w Thanks so much for your time and I hope you take my comments into consideration. I would love to provide more comments, context, or explanations to my submission here if need me. Please feel free to contact me.
	Los Angeles	90026	No	12/6/2021	The Sepulveda Pass project is an extremely important link in Metro's rapid transit system and will most likely carry even more passengers than the projected ridership models suggest. It is imperative that this project be constructed with heavy rail technology in order to accommodate this demand. HRT alternatives 4-6 should be studied further and all of the monorail alternatives (1-3) should be dropped immediately for the following reasons: - The monorail alternatives have significantly less capacity than the HRT alternatives - The theoretical maximum capacity of the monorail alternatives requires platform extensions and longer trains which are not part of the "low-cost" initial proposals - The monorail alternatives have significantly longer run times over the mountains than the HRT alternatives, which will negatively impact the utility of the system - Alternatives 1 and 2 do not include a direct connection at UCLA, which should immediately disqualify them from further study. UCLA must be on the line! - The monorail alternatives all include freeway-adjacent stations, which are repulsive to riders and unhealthy to use. Go visit any of the Green Line stations for a look at how terrible they are from a rider's perspective - The monorail technology is being sold by BYD, an unreliable foreign company with zero experience in building or delivering transit systems. BYD's recent electric bus rollout was a total disaster and there is no reason to believe that their monorail technology will be any better. Out of the HRT alternatives, Alternative 6 is the most useful and should be carried forward as the primary contender. It includes a direct stop at UCLA and then connects directly to high-density neighborhoods and destinations at Van Nuys Blvd in the north and Bundy Ave on the south. If alternatives 4 or 5 are to be selected, they should be studied with the same Bundy Ave southern terminus as Alternative 6

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					No matter what alternative is chosen, special consideration must be taken when designing transfer stations. Transfers between lines should be as quick and easy for the rider as possible, involving as little walking and level-changing as the design can permit. The Bechtel P3 proposal has some excellent ideas on how to design the system to minimize transfer times between connecting lines. For a real world example, look to the connection at 7th Street/Metro Center as an ideal transfer scenario (one level change, almost no walking, all within the paid area), while the future connection at Crenshaw/Exposition is the worst (multiple level changes, leaving the pay area, lots of walking across intersections). There is a reason monorails are not used widely throughout the world's transit systems. Do not make the mistake of using this inferior technology on one of the most important links in our system.
	Los Angeles	90013	No	12/6/2021	The Sepulveda Pass project is an extremely important link in Metro's rapid transit system and will most likely carry even more passengers than the projected ridership models suggest. It is imperative that this project be constructed with heavy rail technology in order to accommodate this demand. HRT alternatives 4-6 should be studied further and all of the monorail alternatives (1-3) should be dropped immediately for the following reasons: - The monorail alternatives have significantly less capacity than the HRT alternatives - The theoretical maximum capacity of the monorail alternatives requires platform extensions and longer trains which are not part of the "low-cost" initial proposals - The monorail alternatives have significantly longer run times over the mountains than the HRT alternatives, which will negatively impact the utility of the system - Alternatives 1 and 2 do not include a direct connection at UCLA, which should immediately disqualify them from further study. UCLA must be on the line! - The monorail alternatives all include freeway-adjacent stations, which are repulsive to riders and unhealthy to use. Go visit any of the Green Line stations for a look at how terrible they are from a rider's perspective - The monorail technology is being sold by BYD, an unreliable foreign company with zero experience in building or delivering transit systems. BYD's recent electric bus model was a total disaster and there is no reason to believe that their monorail technology will be any better. Out of the HRT alternatives, Alternative 6 is the most useful and should be carried forward as the primary contender. It includes a direct stop at UCLA and then connects directly to high-density neighborhoods and destinations at Vany Nuys Blvd in the north and Bundy Ave on the south. If alternatives 4 or 5 are to be selected, they should be studied with the same Bundy Ave southern terminus as Alternative 6
	Panorama City	91402	No	12/6/2021	Based on the proposed 6 options, 4 & 5 seems to be the best. I would like a public transit system that is free from traffic and is accessible from Sepulveda and provides service to UCLA and the E-blue line. It would be best to have a heavy rail in order to handle the capacity of people living in the valley and work at UCLA. I would also like a heavy rail system that would allow people from the valley to access the Westside and the rest of Los Angeles.
	West Hills	91307	No	12/6/2021	After reviewing the choices, I feel that Alternative 3 is the best option. It provides better access to the Sepulveda Basin recreational area, does not duplicate the Van Nuys line, and provides access to the Getty Center and UCLA/Westwood areas. The access to popular areas will provide opportunity for increased ridership.
		97219	No	12/6/2021	Okay, I am commenting on this project because it is too important for BYD to screw up. There is a reason why monorails don't really make sense or exist with very few exceptions like the Disneyland/world monorail or the Simpson's Springfield monorail. The eye-popping low cost of BYD's proposal is not realistic and definitely not in a time to be completed by 2028. How could you even consider their option (not counting political influence) when their initial plan doesn't even include a station in the UCLA campus? The UCLA station has the potential to be one if not the highest boarding stations in the entire system, even more than the 7th Metro Station. The alignment doesn't make any sense and the station placements are quite laughable to be honest. For example: One of the stations, the Orange Line BRT Station; this Orange Line station is actually going to be relocated onto Sepulveda before this proposed line gets built. It will be a six minute walk from the monorail station to the future grade-separated Orange Line station. Angelenos are not going to take the monorail if it already means a long walk to be able to transfer to other connections. The time it should ideally take to transfer from one transit station to another is at least under three minutes. Not to mention this station is also right next to the noisy and polluted I-405 and not close the nearby bustling corridors like Sepulveda blvd. Bechtel's proposal is by far the most sensible alternative and especially more than BYD's proposal. Bechtel's theme of their proposal is all about connections. It highlights this multiple times throughout their plan. They find that it is crucial to be well connected with the system they are trying to integrate with. Bechtel will build it's heavy rail line with plans for six car trains in the future and three car trains until six car trains are needed. BYD's initial capacity and max capacity is 14,000 people per hour per day while Bechtel has an initial capacity of 12,240 pphpd and then for max capacity of 27,200 pphpd. I don't need to be an Angeleno to know that building a monorail is a bad idea and that it will mean more never-ending construction on the I-405. And also that eye-popping low cost is most likely a lot more than what there saying it is.
			No	12/7/2021	Good day, I am resident of the city of LA and I wanted to express my thoughts on the options under consideration. I regularly commute between my family home in Koreatown and my in-laws in Encino. I am looking forward to riding metro from here to the valley instead of adding to the mess on the 101. To make this line truly effective, a few points of consideration: Stops that are along or within the 405 are completely unacceptable. Not only is it a long walk to any actual destination(s), waiting in such an isolated environment as on the Green Line will be a major barrier. Ideally, this infrastructure can help build scale into our transit system over time. Using heavy rail is vital. This line must absolutely stop in the heart of UCLA. This is a crucial destination that cannot be ignored. This cannot be a spur line but must offer “one seat ride” options. Thank you for your consideration of these matters. All the best,

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	Los Angeles	90045	No	12/7/2021	Say No to the 405 Monorail MATTHEW HETZ / 25 FEBRUARY2021 I began riding buses in 1992 to reduce my shareof pollution-producing driving Air pollution in Southern California had somewhat improved back then, but it was still the worst in the nation, and unhealthy. The air quality has improved since 1992, but within the past few years air pollution levels have crept upward, bringing along with it the same health hazards. With the more dire threats from climate change brought about by global warming, reducing my carbon footprint by driving less has taken on even more urgency. Scientists are sounding the alarm that we are fast approaching a day of reckoning with no return, changed climate wreaking catastrophe. To push back that day of reckoning, to remove it from the doomsday calendar, changes are needed now to reduce burning oil and throwing ever more carbon gases into the atmosphere. With transportation being one of the major sources of greenhouse global warming gases, the quickest solution is to drive less, and do that now. My transit riding has reduced because of the COVID-19 pandemic, but I still ride buses, with great care and caution. But there are signs of hope that the home stretch of returning to a post-COVID (new) normal is in sight. Then I will no longer work from home, and gladly go back to teaching in classrooms, arriving at the campuses by buses and trains. Shortly after my switch to becoming a transit rider, I began attending meetings about transit, joined grassroots organizations to promote rail and transit, and volunteered for a Los Angeles City Transportation Advisory Committee to advocate for transit riders. Invariably, at meetings were what I call "monorail fanboys." I heard the same argument we hear today about the proposed 405 monorail: it would be cheaper to build. There was also an attachment to the what the Times called "the shiny new object," the sense of some glorious future, like "The Jetsons" cartoon. The monorail support arguments irked me then, and continue today, because they have no basis in the reality of riding buses and trains in Los Angeles. Indeed, after these meetings, mostly in the evenings, the monorail advocates would get into their cars while I hustled down the street to my bus stop. To miss a bus at night could lead to a wait of around fifty minutes. This is the experience of transit riding. It irks me that non-transit riders, in their car-dominant concept of the world, think that the burdens of a supposedly cheaper monorail over a light rail train or subway should be placed on the backs of transit riders. The Times correctly brings up the issue of transfers between the stand-alone monorail and the rest of Metro's rail services, and even buses of all transit agencies. The proposed 405 subway would have one station, maybe two, inside the UCLA campus. This is ideal to get students, administrative workers, maintenance workers, athletes, teachers and professors, medical students, medical techs, and even doctors, directly to the campus. Monorail advocates would have the riders get off at Wilshire Boulevard, and then take a transfer to the campus via the being-built Purple Line extension which does not go into the UCLA campus. The rider would then need to take another transfer onto a bus to the campus. This is a complete waste of time for the transit rider, needlessly complicating the far more e_cient route of a subway directly into the campus. Speaking of wasting time trying to Zx our transportation problems, the 405 through the Sepulveda Pass, under which the subway would also travel, was recently widened to the tune of over $1.6 billion to alleviate tra_c and reduce travel time. This has turned into a failure. Travel times through the pass did not shorten; some say the time has even increased. It is infuriating to have some kind of Zscal watchdog tell me that to save money I as a transit rider will have to suffer a time wasting, transfer heavy ride on a monorail. Moreover, monorails are slower than subways. The Tokyo subway has a speed of 50mph, but our own subways in town go 70mph. So in addition to more needed transfers with the monorail, transit riders would waste more time because the monorail is slower. There is the visual blight of the elevated monorails whereas subways are, obviously, out of sight. A growing Los Angeles is losing its open skies. To retain as much open sky as possible there should not be thick and heavy concrete elevated monorails blocking our sightlines. And how high would the elevated monorail line need to be to conquer the steep Sepulveda Pass grade climbing out of the valley? How good are the brakes on a monorail to make sure it slows and stops when descending that grade? I receive text updates from Metro on train delays with their Metrorail system. I don't like it. No rider likes delays, but we are dealing with machines and infrastructure, and both breakdown and wear out. Even on the hollowed monorail grounds of Disneyland, its amusement park ride closes for maintenance. I have been in the park when their monorail was out of service for the day, and once there was service in the morning, then it was out of service in the afternoon. When the Metrorail trains and tracks need repair and maintenance, workers drive there on the streets, or on the rails in modiZed trucks. If an elevated monorail train or its concrete rail support over the 405 were to brake and need maintenance, how would workers get to the train and elevated track? Freeway lanes would have to be closed to allow the heavy equipment, ladders, and cranes reach the elevated tracks and monorail cars. These incidents would create tremendous gridlock for the already gridlocked Westside – a waste everyone's time, including drivers and transit riders. What if there is an emergency on an elevated monorail and passengers need to disembark? How would that work? To keep transit riders and transit workers safe, walkways would need to be built along with concrete rails, and this would add to costs. The Times writes that there is no guarantee that the monorail would cheaper to build. I agree. And as a standalone system, the monorail would require its own maintenance yard, and unique spare parts. With the existing subway rolling stock, cars and parts can be more quickly and easily exchanged for maintenance and repairs, probably more cheaply. There is the issue of earthquakes and subways. In the major cities with subways which suffered earthquakes -- Mexico City, Tokyo, San Francisco, New York, Washington D.C., and Los Angeles – the subway systems suffered little to no damage and were quickly back in service, whereas there was major damage with the collapse of elevated freeways. How well would the elevated Sepulveda Pass monorail survive major shaking when the history for elevated transit in earthquakes is disastrous? Yes, the 1995 Kobe, Japan monorail survived a major earthquake, the there is no explanation why. Was it due to luck? The Kobe subway system was intact and operational after that 1995 earthquake. As a longtime transit rider who suffers from a lack of fast transit on the Westside, please spare me the fanboy talk of a cheaper, superior monorail. This is just talk, not rejective of real-world transit riding experience in Los Angeles. We must build the subway, as soon as possible.
	Woodland Hills	91364	No	12/7/2021	Alternatives 1 and 2 should be discarded because they each do not offer direct stops at UCLA. That leaves alternatives 3, 4, 5, and 6. Underground tunneling is always more expensive and subject to innumerable delays. Above ground construction is by far faster and less expensive. The people mover at LAX is a prime example. Therefore, I would favor alternative 3 first, alternative 4 second, alternative 6 third (because it doesn't involve a huge turn underground), and finally alternative 5. If I were to provide input on making alternative 3 more appealing, I would suggest moving the stop currently shown at the 101 freeway and the 405 freeway to Ventura Blvd. and the 405 freeway. There is nothing more undesirable than embarking/debarking at a station at an intersection of freeways. If you locate the station at Ventura Blvd. and the 405 freeway, you are closer to a major shopping center, closer to more supermarkets, and closer to more higher density buildings and work.

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	Los Angeles	90018-6803	No	12/7/2021	Looking at the purpose of the project which aims to alleviate commuters traveling from the valley, I believe that a heavy rail project that includes a stop at UCLA will be the best long-term solution for a university that brings much value to not only the county but the country itself. Alternative 4 and 5, bring much needed stops in the area and ultimately allow the potential seamless pathway for a direct rail from UCLA to LAX (when planned), and the valley. Additionally, at first glance, the relevancy of the heavy rail stops reduces the time commuters will need when traveling to other city hubs and can accommodate for much more riders for future events, general ridership increases, and other needs. What I suggest is more alternatives between the proposed heavy rail routes in the valley. By that, I mean looking into alternative streets that permits less overlap between the other proposed line in development.
		90016	No	12/7/2021	To Metro: And I've Actually been involved in Physical "In-Person" Meetings a Couple of years Back in the Metro Sepulveda Corridor Project . Even though I don't Have specific Recommendation Right Now. My Feeling is that METRO should invest in Some sort of Monorail ("Rubber Tire") Technology with the Possibility of A People Mover connecting To UCLA and Westwood on the Westside (Alternative #2). It Seems to me this would have the least impact On the Environment. Plus the possibility To have stops at the Getty Center and Skirball Cultural Center. This would also Allow The Arts to be a focus of the Project. I really appreciate the opportunity To express my Opinion On The Metro Sepulveda Corridor Project.
	Santa Monica	92656	No	12/7/2021	I like how the rail proposal is built directly into our community and and does a much better job of providing direct access to our streets from the station. I do not like how the monorail design is built for putting people on the side of freeways. From using BART in NorCal as an example, some of my most frequently enjoyed stops are at the Powell and Downtown Berkeley station where I am directly connected and integrated into the city, whereas some of the worst stops are stations like MacArthur, where you are put on a freeway in a noisy and unsafe conditions. I suggest that we use our tax dollars to invest in the future and bring the heavy rail system to life. When accounting for the necessary UCLA stop and the almost half max-capacity, the monorail system becomes inferior in every way to the heavy rail system.
		90012	No	12/7/2021	I wanted to follow-up regarding the hydrogen-powered question. It is my understanding that there is going to be a hydrogen-powered operation, related to the extension of Metrolink service to Redlands. If a suggestion to include consideration of hydrogen-powered propulsion, in some context, is there any sense as to whether it might be feasible to do so? Regarding the type(s) of propulsion being considered for the build alternatives being identified at the outset for the Sepulveda Transit Corridor Project. It is my understanding that there is going to be a hydrogen-powered operation, related to the extension of Metrolink service to Redlands. If a suggestion to include consideration of hydrogen-powered propulsion in some context, were to be provided with respect to this project, is there any sense as to whether it might be feasible to do so?
		90043	No	12/7/2021	Alternative 2. No more Drilling Underground. Monorail Above Ground. Tied into existing and soon to be completed (I hope) Stations. No More Massive Cost overruns. NO more Walsh? Contruction. They're Innept and have cost Metro TIME and MONEY.
	Los Angeles	90024	No	12/7/2021	ALTERNATIVE 3 is the way to go! As a contributing citizen of LA, Westwood resident, caretaker of a UCLA Medical Center patient and lifelong student, and Getty Center visitor, I am fully YIMBY on Alternative 3 as described by Urbanize LA, "A 16.2-mile automated monorail system, with varying segments of aerial and below-grade track. Rather than connecting to UCLA through a bus or people mover, a stop would be located at Gateway Plaza near the center of the campus." This option will generate the most income and traffic for Metro because it includes all the important stops with less transfer complications compared to other Alternatives. Stopping directly at UCLA and the Getty Center is a must as lower income communities can enjoy direct access to LA's top academic, art and cultural institutions. The monorail is itself a tourist attraction, has entertainment value because of views. Having more stops up the cost but also decrease emergency delays and can be up and operating while the other stops are being built. The above ground section is cost and time effective and the fact that it hugs the 405 provides visual advertisement/incentive and lifts the middle finger to those drivers who choose to sit in traffic at rush hour. The underground section is the answer to wealthy NIMBYs in Westwood and best way to reduce environmental impacts above ground for both humans and wildlife. Now my very long wish list: First of all I dream that you can complete it by 2028 Olympics without cutting corners. The emphasis is on the dream. Bringing the project into existence should be green from start to finish if budget allows. CEQA,NEPA and the bare minimum to address ecocide, climate change, species extinction, pollution, material and resource use, drought, environmental injustice, transit/mobility equity, etc. Sustainability and regeneration should be the cloud that hangs over this project. The materials (cement, concrete, stones, metals, plastics, lumber, chemicals, fuel, energy, etc.) and construction practice should be recycled, non-toxic, clean, safe, sustainably sourced and measured against true zero emissions and true zero-waste, not greenwashy net-zero emissions and wishcyling. Slap solar panels everywhere you can. Water conservation and water-related measures should be included because we are in a perpetual drought. Harvest storm water with edible wildlife/pollinator friendly garden/vertical green walls, and fog with atmospheric water generator (AWG) tech. Art, BIPOC culture, plants, biophilic, wildlife-friendly elements should be part of the aesthetics and functional structure. If you still have leftover funds at this point, use it on nice amenities like highspeed Wi-Fi 6, 5G signals, personal device charging, restrooms, and wildlife crossings. Although ideally they shouldn't be second thoughts. Please employ locals and avoid questionable Chinese consultants and contractors. This should be a made in LA thing not made by China although we can learn from others without needing to compromise our national security and leak economic benefits. When people think of LA this should be on top of their minds not the Hollywood Sign or the traffic on our freeway system. Make mass transit infrastructure sexy again. I see the day that all Angelenos and visitors of all demographics and circumstances would take transit voluntarily. I have faith that this will turn out great because we are the creative capital of the world and UCLA is one of the stops, the geniuses that populate that campus are abundant. Don't be working in silos and around your egos.

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					All in all Alternative 3 is a socio-economic-environmental justice project, the best bang for buck, the best of both worlds, and is the path of least resistance for all stakeholders involved.
	Lake Balboa	91406	No	12/7/2021	Hello, I would like to be able to take a train from the Orange Line to UCLA. Extension to Santa Monica or LAX would be even better. Thank you!
	Van Nuys	91405	No	12/7/2021	I like options that are underground but am worried about cost. I like alternative 6 because it is fully underground, travels close to van Nuys Blvd, and is the shortest alternative. I would suggest also including considerations for vehicle/ commuter access from the 405 to the northern-most stop / Amtrak station.
	Los Angeles	90016	No	12/7/2021	To Whom It May Concern, I am a LA native. I was born and raised in the San Fernando Valley and now I am in Culver City, but my family still lives in the Valley. I wanted to comment on the proposal for the Sepulveda Corridor and give my opinion that the heavy rail option is the best option by far. I had a wonderful opportunity of living in Tokyo, Japan for a few months and I was astonished by their public transport system. I am very scared of driving, so living there made me feel so free, since I was able to go anywhere I wanted without getting anxiety over driving. Living there made me realize that it is possible for me to live a life without needing to drive at all. The heavy rail system has a higher capacity for passengers and is more pedestrian friendly. It allows for stations to not be limited to just near freeways. It is more comprehensive and allows seamless ease of connections between stations because there will be direct links. The capacity-to-cost ratio is much better for metro systems, although there seems to be a higher upfront cost. The proposed Monorail system seems like the cheaper option proposed at $6 billion dollars, but that is quoted for 6 car trains (which will be too little) and does not even include the cost of the necessary underground build in order to connect to UCLA, which costs an additional $2 billion dollars. It is a strictly worse option, which is going to be more expensive at the end of the day. Putting a mass transport system along a crowded, loud, and polluted freeway does not encourage more people to want to ride public transport. I am also concerned about the company behind the monorail line, BYD, which were contracted for the Albuquerque Rapid Transit BRT project, and failed miserably at it. The heavy rail system is what will revive Los Angeles and make it a great city. It will promote population growth and remedy the congestion from car traffic. Best,
	Culver City	90066	No	12/7/2021	Option 3 is including a direct/dedicated station at the UCLA campus / Westwood which is critical. The use of a shuttle bus or people mover to reach the public transport makes it less attractive for users and should be avoided). This option has a mix of underground and above ground tracks which appears to be a balance cost ratio.
	Los Angeles	90066	No	12/7/2021	Option 5 & 6 are not including a stop at the Getty Center, one of the most significant museums in the world. The museum is a destination for so many people visiting Southern California. Not having a train stop at the Getty Center will be a mistake and missed opportunity for Los Angeles. Reaching the Getter Center currently by bus is a time consuming undertaking.
	Sylmar	91342	No	12/7/2021	Los Angeles gets only one chance to get this right, and the monorail is going to be a mistake from the first day. Following a freeway is the worst way to navigate the city, and the indirect connections to UCLA make them all terrible. Heavy rail is the only solution that works.
	Los Angeles	90064	No	12/7/2021	What I suggest is to scrap the monorail idea. it is too expensive and doesn't transport enough people.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90025	No	12/7/2021	The monorail would be bad. You know the monorail would be bad. We all know the monorail would be bad. It would be bad because the transfers would suck. It would be bad because it would half the capacity. It would be bad because it would likely violate the line of sight guidelines that Caltrans has set for freeway driving. It would be bad because the stations would be freeway adjacent. We all know this. So hiding behind the small discounted price as a reason to pick them is not going to work. The monorail would be a disaster. You are going to deter thousands of your constituents from taking public transit, just do you can take campaign contributions. You know that this is wrong. So please don't do it. If the monorail is so full I can't get a seat it's not going attract people to transit. Please, do what is right, do the heavy rail. Of the heavy rail options, all are acceptable, but alternative 4 is my favorite. It's cheaper, has an extra stop, and has the highest predicted ridership, which is what counts. Honestly the only two factors that should be looked at are ridership and cost, both of which favor alternative 4, though it is the slowest of the options. Heavy rail would be a very good addition to our embarrassing transit system, however, monorail would simply embarrass us more.
	Woodland Hills	91367	No	12/7/2021	I'm in full support of a rail line connecting the valley to the west side. As a long time resident of the valley it is much needed and about time! Proposal 4 and 5 seem best at first glace because of the proposed connections.
	Los Angeles	90025	No	12/7/2021	NO MONORAIL WE NEED A UCLA STATION If you look closely at the BYD proposal, you can see that the monorail will be vastly inferior to the heavy rail. The heavy rail will have double the capacity of the initial monorail capacity. Unlike the monorail, no new construction on the heavy rail will be required to increase capacity. Having an APM or electric bus will greatly decrease the amount of ridership you get from UCLA. Having a station directly at UCLA will be great for parents wanting to visit their children once the LAX extension is built (this should be prioritized). The monorail transfer stations will be slow and inconvenient according to the BYD proposal. Having a line that has multiple long walks for the transfers will be a horrific disaster. We need heavy rail. Alternative 4 for the heavy rail is the best option, however alternative 6 is good too. Alternative 5 would be a massive step up from monorail, but LA should be shooting for the best possible transit, and that means either alternative 4 or 6. I like the price of alternative 4 and the fact that it is elevated rail. In a lot of cases raised rail is better than a subway. We should probably use raised rail for the Vermont line but that doesn't seem to be on the table. Raised rail is cheaper than a subway while still being completely grade separated. Alternative 4 also has the highest predicted ridership according to the Bechtel proposal. This would mean the cheapest heavy rail line has the highest ridership, which seems like a no-brainer to me. Alternative 4 please! No monorail!!!!!
	Los Angeles	90025	No	12/7/2021	The Sepulveda Transit Corridor represents a once in several generation opportunity to build fast, efficient, and environmentally friendly public transit along one of America's busiest travel corridors, knitting existing rail and bus line together from the G Line to the E Line and potentially to the C Line. Selecting a project that maximizes throughput of people travelling from where they are to where they want to go should be the primary objective. Based on this, proposed alternatives 1-3 should be rejected outright. The monorail proposal travels along a dirty, polluted corridor that's hostile to everyone, even those in cars, with lower passenger throughput than alternatives 4-6 and only tenuous proposals to link to UCLA. No build would be better than building a monorail over the Sepulveda pass, unless the proposal would also eliminate all private vehicle traffic on the 405 and replace it with bus lanes, bike lanes, and parkland, which is not going to happen. Proposed alternatives 4-6 are the only serious alternatives, since they serve UCLA and offer much higher passenger throughput overall. Among those, alternatives 4 and 6 are superior. Alternative 4 is likely less expensive, providing heavy rail service along commercial and population centers along the entire corridor without the expense of below-ground construction in the valley. Alternative 6 may be more expensive than alternative 4 but represents a better investment overall, offering direct rapid service from Van Nuys Metrolink to Pico/Bundy by way of Sherman Oaks, UCLA, and Westwood. The terminus at Pico/Bundy would be superior to a terminus at Pico/Sepulveda, since a future extension to LAX would go down Bundy/Centinela, which provides some existing residential and commercial density but abundant opportunities for increased densification compared to Sepulveda, which suffers from close proximity to the 405 and its air pollution. Whichever alternative is selected, the rail line should be automated to minimize operating costs and maximize on-time performance. In summary, alternatives 4 and 6 best achieve the objectives of the Sepulveda Corridor Transit project, with alternative 6 edging out alternative 4 as the superior option.
	Calabasas	91302	No	12/7/2021	Any project needs to link Amtrak tthe orange line in the Valley. In the westwood area if the line does not go to the airport, a b line direct to the airport from the terminus to the airport is an absolute necessity
	Sherman Oaks	91423	No	12/7/2021	A monorail uses proprietary rolling stock and should be avoided - heavy rail would be less likely to tie the project into one single supplier monopoly. Also, if it doesn't go to the airport, relatively few people are going to use it.
	Los Angeles	90029	No	12/7/2021	I live in East Hollywood and take the bus to work at UCLA. I would love to move West, closer to campus, but the lack of convenient mass transit (except for the 760) has kept me from doing so. So overall I am very excited about this project and hope to see it completed before I turn 50 (I'm 35 right now). My favorite plan is Alternative 3. 1 and 2 rely on a different transit system to get to UCLA, which adds points of failure. Having to rely on a bus is an especially bad idea given congestion in Westwood. Alternative 3 gets direct rail access to UCLA. I prefer A3 to A4-6 because it also stops at the Getty Center. Thank You

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		93065	No	12/7/2021	Hi, I feel the best method of travel would be to construct a monorail down the 405 and 101 freeway with stations throughout the area. This should be far less expensive than building a rail line due to construction needs. Additionally, I am totally opposed to turning the 405 HOV lanes into toll lanes. The residents of CA have already paid for HOV lanes thru gas taxes, etc., why should we now be charged to drive that lane? Regards
	Long Beach	90808	No	12/7/2021	You must use rail technology currently that Metro currently has in use. This simplifies maintenance costs and streamlines the timeline. Do NOT invent new transit technologies. This INCREASES costs and INFLATES the timeline. All transit options CANNOT be at grade. Existing at grade options cause delays, because they have to wait for car traffic. This delays transit times and DISCOURAGES ridership. At grade options are ultimately more expensive because retrofitting existing lines for grade separations are WAY MORE EXPENSIVE later, as opposed to investing in them while in development.
			No	12/7/2021	Great idea!
	West Palm Beach	33407	No	12/7/2021	Please go with alternative 6, the all-underground option. This may be more expensive upfront but will be worth it long-term. Ultimately with the growth of LA county, the best option in my view looks at the long-term benefits. Also, this route involves less sound and noise pollution which is an oft-neglected side effect of not only the project but the day-to-day operation.
	Oxnard	93030-5537	No	12/7/2021	Hello, as someone from Ventura county who heavily commutes to LA and SD, I think we should NOT consider the monorail options and focus primarily on the rail options. Monorail is extremely inefficient and is a non-functional form of transportation that is rarely seen done effectively in countries with high quality transit. Focusing on heavy rail allows for easier expansion, and allows for future integration with HSR and other metro projects. This is a serious opportunity to connect large portions of Ventura county with options to LAX (eventually) as well as UCLA and the rest of the metro system. So many people from Ventura county commute to work in LA and vice versa so having this a rail option that can eventually connect with Metrolink trains would be best to avoid headaches down the line.
			No	12/7/2021	I'm a public transportation researcher at UCLA and a member of the North Westwood Neighborhood 16· ·Council Transportation Committee; though this comment is today is in my personal capacity. On Metro's own blog, The Source, the -- Steve Hymon, a representative of Metro noted that the G Line, the old Green Line is an example of what not to do for future transportation projects, and unfortunately I'm looking at the alternatives that have the monorail going down the center of the freeway, and I'm seeing the exact same thing, lessons of what not to do. Running a monorail down the center of the 405 44 would create incredible noise and air pollution for your riders, especially those at the station at the Getty Center.· There's ill health effects of those riders, and I really hope that the environmental analysis considers the effect of riders of those median freeway stations.· There was a study that looked at noise on the Green Line and found that exposure to level of noise for prolonged periods is quite unhealthy. And going down the center of the freeway using surrounding lanes, you cannot well connect to transit, which is the goal of transit.· So I really hope that instead Metro goes with a direct connection to UCLA, not a need to transfer five for six to times to get anywhere else in the city through one of 4, 5, and 6 alternatives. I hope that the analysis considers the cost of 18· ·a new separate mode like monorail, the cost of mechanics and maintaining separate equipment instead of a heavy rail, which may cost more initially, but it's stock that Metro already uses and has experiences with. And finally, I just hope that the transfer at Westwood with the Purple Line is considered and that the transfer is as seamless as possible because it's going to be one of the busiest stations, so I hope the 45 riders don't have to come back above ground and then under ground again. Thank you so much.
			No	12/7/2021	My name's Furkan Yalcin, · F-u-r-k-a-n Y-a-l-c-i-n. · I'm the president of the · North Westwood Neighborhood Council. I'm here giving comment in my own capacity. You know, so one of the purposes or goals of this is to have as many people use the Sepulveda Transit Corridor as possible, and with that in mind, it's kind of baffling to me that there are even alternatives that do not have a station to the UCLA campus. You know, I'm not, like, a public transportation policy person. I don't know all that stuff, but what I do know is that if there will be a station on the UCLA campus, it will be the most · utilized station in all of Los Angeles, and not only that, it will allow students or people that commute to Westwood and UCLA to be able to afford -- to be able to live further away from Westwood, which has the highest rent in California. · It will allow people to live in areas like West L.A. Sawtelle or even east with the connection with the Purple Line and the Expo Line. So I just want to, you know, really, really emphasize and hope that Metro goes through with the heavy rail option and includes a station on the UCLA campus. That will be one of the biggest improvements to transportation in the city, and if it's important that if we're going to be -- you know, this infrastructure's going to be used for the next hundred years, that it's important that we do it correctly and we do it right and that we invest the amount of money that is necessary for the most usage from the general public. So I want to thank Metro for having this meeting and for soliciting input, and hopefully we come · to the right solution. · Thank you so much.
			No	12/7/2021	My name's Evan Farrar. I'm a Councilmember on · the North Westwood Neighborhood Council. On the council I'm the chair of our transportation and safety committee. I'm also an UCLA student calling in in the middle of our finals week, so I'll make my position on this very clear, which is that the monorail options should have been eliminated a long time ago, but now it's really an imperative to move forward with heavy rail with the direct stop at UCLA, and that would be options 4 through 6; although, for the reasons that Steve just mentioned, I think 5 and 6, and especially 6, would be preferred options. You know, I get the political calculus here is tough. The Bel Air Association is coming out swinging, but heavy rail is the most direct, efficient, and high capacity option. It would service what Metro has found to be -- what would be the highest traffic non-transfer station in the entire network, which would be UCLA, so for the sake of UCLA students, workers, and all of those that contribute economic hub that this school is, we deserve a direct connection to the Metro network. And without it, it's not just us who lose out but thousands and thousands of Metro riders who would have · to endure inferior service.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	12/7/2021	So in addition to my neighborhood council affiliations, I'm also chair of the Bicycle Advisory Committee for the City of Los Angeles, and if I have time to, I'll try to include bicycle concerns on this. First of all, I know the no-project is a legal alternative, but it's not a moral alternative. The situation to the 405 has been -- taken hundreds, if not thousands of years of lives off of the collective population that have used that freeway for decades and decades, so we need to do something, and we need to do it as soon as possible. Number two, I attended the hearings -- I think it was even at the Garland Hotel in North Hollywood on an extension the Red Line to North Hollywood. There were people there that complained about the safety of tunnelling, about the need for the project. Fortunately, the project went forward, and although it's only to North Hollywood, it has benefitted folks for -- you know, since it opened, and I'm -- I want to make sure that folks recognize the importance of doing this project as heavy rail. In my view -- although Van Nuys alignment would be okay; it'd be better, I think, for Sepulveda because I think you have more options for getting people off the 405 freeway, which is one of the major goals of this project. I think there's -- I think if you bring -- try to bring people to Van Nuys Boulevard the congestion -- and it is certainly the highest used corridor in terms of bus, et cetera, which is why the light rail is there. So my recommendation is alternative 5, heavy rail, Sepulveda Boulevard, station at UCLA. And we're building for the future, and that includes technology that will be safer in earthquakes and also provides accommodations best for bicycles --
			No	12/7/2021	I'm asking you today to please not build a monorail. People don't want to go to freeways. They want to go to their homes, jobs, shops, restaurants, and schools like UCLA, and the transit should go to those places and not to freeways. So with that in mind, I'd stay focussed on alternatives 4 through 6 and not 1 through 3. I think alternative 5 looks the best to me and -- but also please, I encourage you to seek out and take into account the needs of those that are already riding transit on this corridor. I'd say especially Metro busses 233 and 761. Just as an example as a bus rider, last week my three-year-old and I sat at a bus stop with no bench, no shelter, for about an hour and ten minutes waiting for a bus that has ten-minute head ways, and so I feel like this project and -- you know, is going to definitely serve those that are already riding transit on that corridor in addition to hopefully many, many, many other people, but please take those people into account too and seek out their opinions because I feel like they're not at this meeting. So thank you.
			No	12/7/2021	Hello, everyone. · My name is Andrew Lewis. I'm the vice president of the North Westwood Neighborhood Council; although, today I'm calling in my personal capacity. I'm calling to strongly advocate for option 6 and make it very clear that this project will essentially be a failed project and a missed opportunity without a direct on-campus station at UCLA. I'm also the author of the WRAC position letter that was mentioned earlier by Mr. Sann that has been passed, to my knowledge, I believe nearly unanimously by about 14 neighborhood councils that all recommend and advocate as well for a direct station on the UCLA campus. As many others have stated, this is pretty much a once in a lifetime, maybe generation opportunity to get this right. You know, whatever option is chosen, that's going to be there for the next hundred or more so years. As was mentioned earlier as well, this is going to be the highest trafficked corridor Metro line, to my knowledge, in the state and maybe beyond. A monorail is not what this moment demands and would severely limit the potential ridership that a heavy rail could ensure. So on top, I just want to mention that about 400,000 folks travel to this area every day to commute to work, school, and other designations. What we need to do is connect places that people need and want to be as opposed to, you know, what is -- or what looks good on paper or in theory. So let's go for efficiency. Let's go for what makes sense.
			No	12/7/2021	To promote equity, community, and economic development, don't select the route until a community or tenant opportunity to purchase act covers the project area so existing (inaudible) renters can be protected from displacement from apartments that are uncovered by rent control protected. To improve mobility, the project must serve the main UCLA campus directly, so Metro should eliminate alternatives 1 and 2. To improve mobility and accessibility provide a cost-effective solution and enhancing resiliency, instead of studying elevated rail next to residential areas, city alternative lines between Valle Vista and Burbank Boulevard, Sepulveda has multi-story apartments. So for alternatives 3 and 4, Metro should require both the monorail and heavy rail teams to study a Valley alignment, that falls with the Metro -- what the monorail teams proposed in alternative 3 along the east edge of the 405 between Valle Vista and G Line but with a station portal at Ventura and Sepulveda not at the 101/405 interchange, nor should any station be in the middle of a freeway. To provide a cost effective option and minimize risk, the heavy rail option must be compatible with Metro's existing lines to reduce further operations and procurement costs. Right now Bechtel's heavy rail proposal uses lower dimensions, so its cars would be incompatible with the B and P Lines, reminiscent of how Bechtel saddled BART with wide gates trains that are incompatible with other rail systems in the area. To improve mobility and accessibility, provide a cost-effective solution, enhance resiliency, as a substitute of alternative 4 to going on Sepulveda north of the G Line, Metro should study interlining the Sepulveda line with the B line connecting them and the east San Fernando line at the G Line right-of-way or the Oxnard and Burbank Boulevards. To study this, Metro must make the heavy rail option match the specs of the B Line. Metro could use Sepulveda station for a rail yard, giving more flexibility to both the Sepulveda and the B lines. There would be high ridership going in both directions. To improve mobility accessibility, equity, community and economic development, for each alternative --
			No	12/7/2021	Thank you. This is Richard Hedges. I've enjoyed all the comments, and I enjoy your presentations. I try to attend as many as possible. I'm very much in favor of option 6, the heavy rail. It makes absolutely no sense to have rolling stock that does not coordinate with the Purple and the Red lines. It actually stretches the amount of rolling stock you might have in case there are emergencies. I favor undergrounding in all of the more urban areas, especially when you underground, you ensure speed, which is what riders are looking for with · 50 to 70 miles an hour from between stations. You really need to look very closely at having them connect directly with all of the stations that they go by, especially connecting with UCLA. I think all except one of the people have suggested losing the monorail. I do all together. I would support not having the monorail. I think it makes no sense. It actually coordinates with no other rolling stock that you have. Those are all my comments for now, and I want to thank you again for having this presentation today.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	12/7/2021	Sandberg local transit enthusiast, resident of the Valley, and UCLA alumni. And I'd like to go ahead and start off, you know, going through one by one. Options 1 and 2 should be non-starters in terms of how they approach monorail in essentially forcing students or future generations of Bruins to take on -- what is that? -- an electric bus, shuttle, and an automated people mover -- I'm assuming that's going to be similar technology to what · they'd be using at the LAX -- at LAX -- to force future generations to essentially take essentially another connection, another transfer to another completely · different system. I mean, everyone here has already spoken about how the rolling stock of the monorail doesn't already align with -- wouldn't align with the other lines, the other rolling stock that we use the other lines, in the L.A. Metro. But to add on to that -- to add another completely different mode of transportation and another transfer, it's just -- you know, it's inconceivable. It seems to be unfeasible, in my opinion. And in terms of monorail, the option 3, any of them in general, I would like to speak to -- at least direct my comments to -- at least a bit to BYD representatives, the Sky Rail Express representatives. Any budget -- any argument that they -- And I am, of course, speaking in platitudes, not directly to BYD but also, you know, to Metro representatives concerning the monorail alternatives. Yes, so in terms of that -- yes, any budget, any savings that might be insinuated using monorail, quicker build times, any of that, are completely canceled out by having a tunnel going from the Getty to UCLA. In addition, I would go ahead and suggest that we go forward for with either -- or alternatives number 5 or 6. I would like to get -- you know, options 5 and 6, I would prefer that there be a tunnelling, you know, solution being offered, either down Sepulveda and Van Nuys. You know, there's significant ridership and · significant populations centers along both of those corridors; although, I would suggest that in terms of Bechtel -- in terms of the consortium that would be building out the heavy rail solution, I would like to suggest that they also look into -- or if Metro representatives are able to pass that along -- solutions that might include an automated heavy rail, perhaps something that is, you know, similar to rolling stock that was used on the Red or the B and -- Oh, yeah. Yeah, so using an automated heavy rail -- or heavy rail solution similar to what they use in, for example, Vancouver, the Sky Train system would be an interesting -- interesting, you know, proposal. But I want something that, you know, my grandkids and then their grandkids could be able use. We're thinking out a hundred, 2-, 300 years in the future, and so that's -- those are my concerns. Thank you.
			No	12/7/2021	So my name is Aviv Schifrin. I'm a student here at UCLA. And the most important point that I wanted to make, which a couple people have made already, is that the UCLA station, if it were to be built, would be the single -- would be the station -- the non-transfer station with the single highest ridership in the entire system. It's inconceivable to me that any options that don't have that station are still on the table. So let's please take those out and only consider options that have an UCLA station. And the second point I wanted to make is that transfer station to the B Line in Westwood that would be built to the Orange Line and the G Line to the Expo Line and to the Metrolink station, they all need to be actual transfer stations. They need to be convenient. If you have to -- as somebody else said earlier, if you have to get out and walk up to street level and then go back down or something like that, it's going to add a lot of time, a lot of inconvenience. It's going to be harder for people with mobility issues, and it's just going to make transit a less pleasant experience. Let's make sure that all of the transfers are legitimate transfers and you can easily walk between lines. The third point I wanted to make is that the stations should be in locations where there's high population density, high density of commercial activities where people go to, which usually means not building in the middle of a highway and instead along busy corridors and dense corridors. And then the final point I wanted to make is that it makes a lot of sense to me to have -- to plan for future integration or expansions such as by choosing modes that have -- choosing similar modes having trains with the same width, same -- that go on the same track with -- that gives us a lot more flexibility in the future and especially for an investment this big, that's going to be super important.
			No	12/7/2021	Lifelong Los Angeles resident, grew up taking the RTD, and I'm here to voice support for option 6. We need to be connecting up UCLA directly to the Valley, and Van Nuys Boulevard is a great place to connect to. There's less expensive housing out there. There's tons of real estate along Van Nuys boulevard that's right now dead space as in parking lot, automotive -- or car lots, and mega malls that are not part of the future. You can also connect Panorama City, which already is one of the denser neighborhoods in Los Angeles, as I understand. All the other options I feel like -- especially the monorail is, just, like Metro trolling people or something, or I don't know why those options are even being considered. Nobody walks to a freeway. Nobody wants to be around a freeway. So please do heavy rail option 6. It works for the North Hollywood line. It would be excellent to connect UCLA to cheap housing in the Valley and future development.
			No	12/7/2021	I am a candidate for L.A. City Council in the 5th District as well as a long-term UCLA staff member. I'm calling in today to speak out strongly in favor of alignments that include a UCLA stop. It's sort of puzzling to me that we even have options on the table that don't have a direct stop at the fourth largest employer in the county and the home for tens of thousands of transit-reliant students. You spoke very well at the beginning of the meeting that we need to be prioritizing equity as one of the important elements in how we decide which alternative to move forward with. Well, it makes no sense to subject riders who are disproportionately black and brown and lower income to the noise and air pollution of a freeway. Let's build transit to where people actually need to go, to places. Let's stop making the mistakes of the past with lines like the Green Line and the Gold Line. No more transit in the middle of a freeway. Transit to places, please. Thank you very much. Let's build for the future. Thank you so much for holding this meeting and hearing from us all. Bye.
			No	12/7/2021	I am a resident of the Westside. The B Line actually runs right outside my door, so I actually get a lot of use out of Metro, and I think it's absolutely incredible. And it's also nice to hear from someone running in the City race. Thank you, Scott Epstein. My comment is towards the alternative 6, which I think is by far the best option; though, I would make the recommendation -- and this is probably my own bias -- but to have the station be at the -- terminus be the Sepulveda Expo station rather than the Bundy station; mainly because there would be more connections with the buses that run along point Sepulveda -- the Sepulveda route. And I would also like to voice my vehement rejection of any of the monorail for many of the reasons that have already been stated, but also for the construction that it would be causing more traffic along the 405 when it is actually built. My mother, my elderly mother uses the 405, and that would make just her commute on the Valley that much worse in the coming years.
			No	12/7/2021	Good afternoon.It's nice to be the last on the list.This is Jeffrey Hartsough ·4· ·with the Sherman Oaks Neighborhood Council. And just briefly, I'm a firm supporter of option A, number 6. The comments generally speaking would be to get clarity on the criteria for the final selection of the LPA, and I'd also like to get some insight into the future plans, as in 2100 L.A. of Metro, so how would the various options interface with the plans or future transit in the Valley, hopefully east, west, underground. And then a final question would be just -- I know we're not answering questions today -- but where would questions be sent that would get answers? Anyway, thank you for what you're doing. I hope we have a vigorous and great engagement of the community, and I thank you for your work.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90045	No	12/7/2021	I am interested in how this will affect the Westchester community.
			No	12/7/2021	I just wanted to echo pretty much what everybody said, which is that it is hard to imagine having this project go ahead without an UCLA station. I mean, I take the number 6 bus, which goes right up Sepulveda with many UCLA students whenever I take it, and they're obviously going to be very heavy users of the system, and it benefits everyone to have that, so that is hard for me to understand. So and I would also say also I would agree that it seems like the monorail is simply not a good option. And I would further note that even though I am a member of the Del Rey Neighborhood Council Green Committee, I literally formed two transportation communities, the Westside Regional Alliance Transportation Committee and one for Neighborhood Council Sustainability Alliance, the only reason I really even understand the issues connected to the monorail versus underground is from comments from people that are not the Metro. So it would be very helpful as a person who's not an expert but clearly very interested in these issues if as part of the FAQ you explained what any benefit of the monorail would be. Otherwise, it's sort of litany of facts that are essentially meaningless and have no value. So I mean that the -- not that the FAQ isn't helpful in other ways; I didn't mean it that way. But that it's a little hard -- without an argument for a con, it's a little a little hard to understand. So I'd just like to point out that, you know, overall, I'm really excited about the project. One-third of greenhouse gases in California come from transit. Anything we can do to mitigate that is great, and I hope everybody listening to this isn't just thinking about this as a project for other people but you'll consider taking the Metro, which I do all the time. Thank you so much.
			No	12/7/2021	Hi, I am a resident of Sherman Oaks, and I happen to be in the one of the buildings that looks like it would probably get torn down if we went with alignment 4, and if it's for the betterment of the city, you know, then so be it, but I would encourage Metro to refine that alignment, if you're going to explore it further, to do -- I think I saw, in Bechtel's proposal, a cut and cover option all the way to Ventura and Sepulveda, and · that way you would avoid having to demolish any buildings. I mean, we already have a shortage of housing, so it would be ashamed to get rid of even more housing. There's, I believe, three multi-family buildings and a couple private residences. But I think alignment 5 is probably the best option, from what I can see. But understanding that if there is, you know, cost issues, alignment 4, if you're still exploring that, then I think a cut and cover all the way to Ventura Boulevard would be greatly appreciated.
			No	12/7/2021	Okay. My name is Eugene Balfour. I'm a resident of Lancaster, California. And I want to reiterate the most important thing about this transit project is that it will allow -- is so it will allow people to get where they need to go in the area of the 405 corridor. And the monorail options are all in the median of the freeway, which is not where people need to go. People need to go to other destinations, so do not chose -- those alternatives should not even be on there because the freeway is not where people are going, especially with the 405/110 interchange station. Metro already has two subway lines so rebuild -- building Sepulveda as a subway line will help -- it will use the same rolling stock, which will help with maintenance, and it will make it easier. It will streamline if you have to use one train from one · line to another one. And, yeah, the capacity, this is projected to be the most ridden line in the whole system, and monorail is made for tourists. That's why monorail is for views, the subway for capacity and speed. So unless you're making a tourist line or if you're just trolling or something, don't do a monorail. And, yeah, this is -- these billions of dollars of investment will be lost and wasted if you do not use the subway option. We already have 10 percent sales tax in this county, and you owe it to us to make the -- choose the best option, which is the subway. Thank you for allowing me to speak and give you my input. Thank you for building this project.
			No	12/7/2021	Good afternoon. Thank you for doing the presentation and listening to the public. It's very important that you pay attention to the things we're saying. I am on the Sherman Oaks Neighborhood Council Transportation Committee. I'm speaking for myself today. Option 6 is the correct alignment. The other ones don't make a lot of sense, particularly people going to a freeway, they don't want it. We're trying to get away from the freeway. Option 6 has the least destruction to the Sherman Oaks neighborhood. Any of the other options, it's a lot of eminent domain, taking people's homes and their livelihood. You need to do the full subway down Van Nuys Boulevard. The big goal here is to get people over the hill successfully without trouble. Adding to the congestion in the funnel by having stops and making people go to Ventura and Sepulveda right at the center of the funnel doesn't make any sense. You need to draw people away from the funnel because we're going to be driving cars for a long time. When there is no traffic on the 405 freeway in the future someday, then maybe we can use that corridor for some other option, but for at least next 50 years, if not longer, electric cars will be traveling that corridor, so don't add to the funnel by making people go to it. Keep the alignment over to the east of the freeway and keep it underground, no above grounds in Sherman Oaks. That is what the Sherman Oaks Neighborhood Council has told you from the very beginning. Please honor our wishes and acknowledge it that above ground in Sherman Oaks is not an acceptable option for the community of Sherman Oaks and should not be an option. Stay with alignment 6, as we've heard from everybody. Thank you very much. I look forward to it being built before I'm dead.
			No	12/7/2021	All right. · Thank you very much. My name is Dana Gabbard. I'm the treasurer of Southern California Transit Advocates, on the board of the Rail Users Network, and an occasional commenter to Streets blog, but I'm just speaking for myself. I actually am going to come out for the no-project option, because I believe that flaws in the technology and also in the PPP is such that we need to restart from scratch because this is just -- the monorail -- I don't know -- the one -- the only supporter thought it's going to be a theme park ride that needs to have scenery, and that's not what this is all about. The monorail is so mind numbingly stupid, I don't even know why I need to bother pointing out all the flaws in it. But the problem with the heavy rail -- and several people have been mistaken about this -- it is incompatible. And why is that? Because of the PPP, the Public Private Partnership is driving everything by cost. That's why we have the monorail people trying to avoid the station the UCLA. That's why the heavy rail wants to use shorter equipment that is not compatible with the Red Line and Purple Line. And I just think that this is all a very bad idea. And then I look at the alignment, and I ask myself, wait, we're already building a light rail line along Van Nuys Boulevard. Why are we going to start building something on a parallel line within a half a mile? Why don't we just extend the Van Nuys one through the pass, through Westwood, and then farther down towards -- down towards to LAX. And I just think it would be less expensive and probably could keep up with the capacity, especially if you could run it every two or three minutes, which is standard these days in the industry. It's just mind numbingly stupid to have incompatible technologies, et cetera. And I know that this is a very unpopular position and it's probably going to be ignored, but I'll just put it out there, and 20 years from now, I'll just have to console myself that, well, I did warn them. Thank you for your time, and certainly we do appreciate the efforts you've made through outreach.

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			No	12/7/2021	Yeah, I'm calling in support of the heavy rail options especially option 6. · Option 4, honestly is fair -- is, you know, not good when you're putting aerial heavy rail through a residential district. That's not something you should be doing to where people live. Option 6, though, is, I think, superior for some of the reasons already listed. But one that especially interests me, I'm a resident of Mar Vista, and we have very little public transit that does not go to Santa Monica. So having an actual connection to UCLA through the middle of Mar Vista that would be possibly enabled by the Bundy stop -- by the Bundy terminus is, I think, really critical to improving transit in a corridor -- or in a neighborhood, I mean, that is strongly, strongly car-dominated and has very little bus service. Yeah, other than that, definitely you shouldn't even being looking at the ones without a UCLA stop or, you know, anything that has stops on the freeway. Those are already -- I shouldn't even be having to be address this. But also very critically, as the last commenter said, you need to make this compatible with the other rolling stocks for the our rail system and possibly even, you know, interchangeable with the rail on the Orange Line and the Red Lines that we actually can have a rail system.
			No	12/7/2021	Joseph Roth, I'm on the governing board of the · Westside Neighborhood Council. I'm also on the board of Westwood South HOA. I'm a little confused, because I thought we were just supposed to be suggesting topics for the scoping meeting, not just providing comments as if it were a public hearing. So I'm just going to say I agree with probably 95 percent of the comments. But I had three questions I wanted to focus on. One is there should be some sort of evaluation about ensuring a seamless transfer to the Expo Line from the Sepulveda line. The second one is -- and I didn't really realize that Bundy was still an option, and prior to the previous speaker, I'm not sure anyone has even voiced support for a Bundy one, but Sepulveda and Expo seems like such a no-brainer. What criteria are going to be used for deciding whether it's Sepulveda versus Bundy? And then, finally -- and I know this may seem a bit counterintuitive -- but what sort of arrangements will be made for parking at the terminus, because those of us who live near an Expo station now already see there are a variety of people who drive to then take the Metro. Until the southern end is built, lots of people from the south are going to be driving up, getting -- you know, to get on the Metro station to take it into the Valley or come back, and there's not going to be anywhere for them to park, so I think there needs to be a short-term parking solution as well. And that's it. But of course I'm in favor of a project and one that does not include a monorail.Thank you very much.
		91306	No	12/7/2021	What I suggest is, you stop wasting money for your fruitless projects! Much like all your other empty trains and empty buses! Taking up valuable space for your loser project is a waste and too disturbing. Most people want and have cars. So far, that will not change. Crossing that corridor gets people nowhere soon, they still must travel further to get to work or school or wherever. It'll cost billions of dollars and it will go unused. Much like most of your useless, burdensome projects. This is a terrible idea brought on by people that don't have to work for their money. A dancing clown crossing that corridor will become more effective than any of your useless ideas. What will work is more traffic lanes, or expansion of sepulveda blvd. Perhaps a full on second story freeway. A freeway over a freeway. Each moving in one direction. That'll break the bank but it'll be used often by literally everyone. It could essentially become 15 lanes south and 15 lanes north. That'll make a delightful impact rather than empty trams we stare at sitting in traffic. Do any of you notice all the cars we have, own, lease? Why do you think we'd give up our basic form of transportation for 2 miles or so of corridor? Don't bother answering my questions or writing me back because I think very little of those in charge. They've already wasted so much space and money and time. If they had to earn money, they might have done a better job.
	Culver City	90232	No	12/7/2021	I prefer Alternative 3.
	Canoga Park	91303	No	12/7/2021	Monorail is not the ideal option for commuting purpose. It should be a heavy rail system that connect major point of interest. For the Sepulveda Transit system UCLA connection is a must. Transit Connection points should be connected without passengers exiting the transit system. Once of the goal of the project should be to encourage people to keep their cars in garage, when traveling to westside. This can only happen if the transit system is designed for a hassle-free experience.
	Covina	91722	No	12/7/2021	What I suggest is to not go with the monorail, but instead use the heavy rail option. The monorail sounds cool, but the budget is unrealistic and cuts corners.
		90016	No	12/7/2021	Please please please heavy rail and not mono-rail. mono-rail would be a disastrous decision.
		91775	No	12/7/2021	What I like is the heavy rail. It holds more people and is faster. I use the go(L)d line and the general speed is enjoyable, but I wish it were faster. The competition that mass transit has to be is to do better than the car. To reach downtown, it takes me almost double the time to get there by metro as opposed to by car. While the difference isn't so bad between heavy rail and monorail, I think the speed is a very critical factor in mass transit. What I wish is that we do not use the monorail system. When has a monorail system worked well? AirTrain Newark and Skyway Jacksonville are both looking to be replaced, and they are just ~3 miles long. On top of that, the maintenance cost may be higher than anticipated because Metro already uses rail. Having monorail is another system for mass transit to worry about. Simplification of our processes may reduce the costs. Heavy rail appears to be more scalable than the monorail as it is built with the possibility for receiving different amounts of train cars already. So we can add more trains as ridership improves, which should be a lot cheaper than trying to improve that for a monorail system that is built at a "baseline proposal". What I suggest is that we take alternative 5. Probably quite expensive to dig everything underground, but it allows the system to hopefully run optimally: less noise complaints because not as much above ground. Let's build this thing once and build it right.
			No	12/7/2021	I'm a homeowner in the West San Fernando Valley, and I would like to speak up for the monorail. I believe that the monorail is the -- better than underground for the mental health of your ridership. Viewing the passing world from an elevated position is much more comfortable and reassuring than the non-view from within a subway tube, turning into beautiful views of the Getty and UCLA campuses will be thrilling, even with repeated viewings. A monorail aerial alternative would therefore increase ridership. And I think alternative 3 would be best if there was an aerial connection between the Getty and UCLA instead of going underground but from Getty to the Purple Line. Thank you very much, and I look forward to the continuing of this project.
	Northridge	91325	No	12/7/2021	I am a firm believer that an above ground option is truly the best so that people who are stuck in traffic visibly see they have options to move along the corridor at a faster pace. Community Volunteer with Northridge East Neighborhood Council

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	Irvine	92612	No	12/7/2021	I believe that alternative #4 is the best option for Metro to consider. Is it essential that Metro builds heavy rail, not a monorail option, to serve this vital corridor. I personally feel that it would be a complete waste of resources to provide a transportation option that is already served by cars, which would occur if Metro were to accept any configuration with the monorail. To increase ridership and get travelers to their cars, we must convince people that taking Metro would be more convenient and efficient, and putting a monorail over the 405 does nothing to achieve that. Providing frequent, quality heavy rail service in option 4, which decreases costs by providing an aerial segment in the San Fernando Valley, but then stops directly on UCLA's campus, would be an incredible step in improving connectivity to the region. UCLA is a hub which has to be connected, and must have a stop directly on campus. Adding additional steps (the electric bus or automated people mover) overcomplicates a traveler's journey, and creates additional barriers to a quicker and more efficient commute. Commuters want simple, walkable connections, and creating more hassles- having to wait for an electric bus- simply makes no sense. Option 4 is also the best because is provides great connections to existing Metro lines, and capitalizes on the density of Westwood. Also, these stations (at UCLA, and the connection to the former Purple and Expo lines) would be in a better neighborhood and further from the freeway- which means less noice and air pollution, and a better overall experience for transit riders. Metro has a once in a lifetime opportunity to turn Los Angeles into a more connected and intertwined city, and option 4 is the best opportunity to achieve this.
	Marina del Rey	90292	No	12/7/2021	1. I wish the expected rate of crashes on the 405 and potential for interruption and safety be taken into into account in the evaluation of the monorail alternatives. Aerial structures are not necessarily immune to impacts by large vehicles, as well as seismic considerations, thinking about the Gold line in the I-210, for example. 2. I wish long-range metro expansion potential be taken into account in evaluation of alternatives. Specifically, thinking about extension at both ends to LAX and Hollywood-Burbank Airports.
	MONROVIA	91016	No	12/7/2021	The monorail will have the least environmental impact and be the easiest to construct. It will also be the safest option as there will be no crossings. My vote is for the monorail as it is most aligned with the vision of a modern Los Angeles.
	North Hills	91343	No	12/7/2021	What I like: Primarily, Alternatives 4 or 5. Heavy rail has inherent long-term cost advantages against monorail. Furthermore, it seems imperative to have a leg connect to the largest park in the valley. Having an above-ground portion, would provide a visibility to the project which public transit is often lacking. Watching public transit speed past while stuck in 405 traffic is the best possible PSA to improve ridership.
			No	12/7/2021	Good afternoon and thanks for the opportunity to comment on the Sepulveda Transit Corridor project. I may have more thoughts to add but here are some items that need to be considered. I would vote for alternative 6 because it is the shortest alignment that meets the majority of the objectives and clears the most significant hurdle of navigating Sepulveda Boulevard south of Ventura Boulevard. DO PROVIDE FOR PASSING TRACKS AND CROSSOVERS THAT FACILITATE OPERATIONS AND MAINTENANCE. Please design all ancillary projects (people movers) with the main project so that we don't suffer the same issues like we see at the new airport station. Since the airport people mover crosses the Crenshaw Line, the plan is to shut down the Crenshaw for several months while the City constructs their overcrossing just after Metro Opens Crenshaw. Include run around capabilities in each design so that if something external happens the line can stay operational while repairs are made. Failures on the Blue Line and the Green Line interface have caused us to spend precious operating funds to run bus bridges. The presence of utilities in that congested and residential corridor would be extremely difficult to navigate. If another heavy rail alternative is chosen that uses Sepulveda Boulevard, I would recommend that the station box be vertically placed so as to run alongside the utilities in the corridor and absorb less room. This would make shoring and excavation activities somewhat simpler. A station at the Sepulveda / Ventura location would be welcome but very difficult to serve. Parking, bus interface and traffic make that location ill-suited for a transit stop. Bus-Rail Interface. This needs to be studied heavily so that we provide a short transfer to active bus lines. Where possible add a bus terminal with safety and security foremost in your minds. If a different alternative is selected, the "walking" connections to the E Line and the G and D lines must be made safe corridors at all times. The walk connection between the Crenshaw Line and the E-Line is not passenger safe and will deter customers on making that connection especially at night. Make sure that we spend in the design phase sufficient attention to moving passengers from the train to connecting services so that they feel safe in making those connections. Stations that have high demand, e.g. Ventura, Westwood etc. need multiple entrances both for distributed loading across the platforms but also for safety and security. The extra entrances will provide additional evacuation points in the event of emergencies. Line 761 replaced the 734; you should update the lead presentation. I like the idea of the maintenance facilities being placed above other facilities. What's the plan for the displacement of existing uses while the structure is constructed? Since some of these facilities will be in residential areas what are the plans to mitigate light, noise, runoff and other environmental issues from intruding on the neighborhood? Using the Sepulveda Station parking lot is a good idea, but the residents of Victory Park (adjacent to the Sepulveda facility) may have something else to say about the prospect. Same thing for Alternative 6 in the Van Nuys area. For the alternatives that use Sherman Way to Van Nuys station, how are you planning to handle terminal access demand and traffic flow? If there was a way to build a transfer facility to intercept southbound I-405 traffic and route it to the Sherman Way or Van Nuys alternative corridors, it might make a difference in greenhouse gases. The people mover proposed for Westwood in one of the alternatives might have application here. Throughout the presentation there was a directed focus on Planning activities. Not one mention was made of the role of Operations in the planning. Most significantly, Operations needs to weigh in on your maintenance of way facility locations, layout, and access and egress points. Many of the alternatives proposed for the Van Nuys line had a single point of entry and exit (like Division 11). One derailment or failure of switches could make line operation impossible. Please evaluate the options for MOW facilities design. All systems should be designed to accept 750volts (heavy rail) and up to 800 volts for monorail alternatives. OVERDESIGN THE POWER SUBSTATIONS!!!!!!!!!! Don't allow "value engineering" to eliminate any substations as a result of the engineering considerations. Where power is concerned, make sure that you have more than enough power to support the facility and possibly feed the purple and E lines if necessary. Don't let the debacle on the green and Crenshaw lines take place here. The subway alternatives all go under the mountain range. In some cases the tunnel will cross aquifers and underground streams. The potential design calls for 2.5 to 5 minute headways to provide for the requisite capacity during operations. Blast relief shafts must be accommodated. Take heed on lessons learned with Runyon Canyon and the impacts on the B (red) line. This will severely limit your operating capabilities should blast relief shafts not be available to absorb the columns of air pushed ahead of the trains.

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			No	12/7/2021	Listen, I'm in favor of 5 and 6. I also don't like the whole monorail concept, but I'm not going to repeat what everybody else has said, but I just want to make a few points. I think the choice should be between 5 and 6. Some of the full -- I have full criteria that should be studied to decide which one is the best. Obviously cost is important. I think number 6 is a shorter route, and maybe that would be a cheaper cost. But more important is maximizing passenger demand, in other words, a demographic study of how close that line would be to where people live and also how accessible parking will be. This was mentioned a few minutes ago that we shouldn't neglect the fact that to maximize passengers, we have to allow people to drive to stations. And then the final criteria would be minimizing the impact to the neighborhood between 5 and 6. One other comment I have is I read in the prospectus that the heavy rail would be limited to three cars, and I wonder why that is. And if that is considered the current demand, that's fine, but please make sure that the infrastructure, the stations, particularly, are designed in such a way that they can accommodate longer trains if not currently but in the future so that as demand increases, we're not going to be squished together like they are in New York and in Tokyo so that we can't have longer trains to, you know, meet the rising demands. Those are my comments that I'd like to add. Thank you.
			No	12/7/2021	With -- I am with Palms Neighborhood Council Transportation Committee, but these opinions are my own. Positives for the aerial options, visibility, PR for the system, the stop at the Getty Center, and nobody's talked about access for veterans at the VA; that's a location for many low-income folks. I would prefer instead to a monorail, a light rail option so that there is some compatibility with other parts of the system. Positives for the subway is the access to UCLA, reduced co-routing in Westwood events, and more direct connections to other lines. If we go underground, Metro should consider the people mover to go to the VA. Shuttles from Sepulveda to UCLA should not be considered. The traffic makes them ineffective. People movers should be away from streets to prevent loss of traffic lanes. Metro should also consider if the subway can have other stops such as Roskam Air (phonetic) neighborhood or the Harvard-Westlake school. If there are no stops then the train should move quickly between the two distant stops from the Valley to UCLA. The underground will cost more, and that money could be used for increased trains to reduce crowding more janitorial staff or more security staff. For me personally, I drive back and forth to the Valley two times a week from Palms, and I currently take about 25 to 30 minutes one way and 45 minutes back. If I were to take the Metro, it would be two hours both ways currently. I don't use the system if the transit time is more than 45 minutes from Palms to Sherman Oaks. And I currently use Metro less because of crowding, wet seats, other problems with cleanliness. And I've witnessed harassment on trains. I've tried to mitigate it myself, but obviously I'm not a professional, so money should be allocated for these issues if we are -- if we did the 405, and it costs less than the subway, then maybe some of that money can be used to compensate for those issues that may discourage people from using the Metro transit. Thank you.
			No	12/7/2021	Duane Muller. I'm the senior executive director for government and community relations at UCLA. UCLA is the third largest employer in the county with more than 38,000 employees on campus each day, and if you add our students, that's more than about 67,000 commuters in total. As the region's premier public research university with a world class medical center and a hospital, UCLA should be easily accessible to all Angelenos, from a sustainability perspective, from a public health perspective, and from an equity lens. A Metro station on the UCLA campus is the best way to accomplish that for our cities and for our regions. High quality rail connections to both the East and Westside via the Purple Line transfer station and the north and south line via the Sepulveda transit corridor lines are necessary to fully actualize the university's benefit for our region and to provide the transit connectivity that essential to a fully functional and successful transportation network. Reducing vehicular traffic congestion on the Westside and the 405 freeway while increasing accessibility for those who travel to and from the Westside is something we should all strive for and can achieve together. According to Metro, an on-campus UCLA station would be the busiest non-transfer station across the entire Metro system. Such a station would help connect people to where they need to go, for employment, for educational purposes, and for cultural recreational attractions, including medical needs. A Metro stop at UCLA would take people off the 405 freeway, one of the most congested urban highways in the nation. It will shrink the travel time for many of our commuters, enhance their quality of life, help clean our air, and improve our environment and sustainability. The Sepulveda transit line must include a direct stop on the UCLA campus and seamless connection to the Purple/D Line Westwood station. Thank you.
		91316	No	12/7/2021	Alternative 6 with a connection and Speulveda/Expo!
	Los Angeles	90077	No	12/7/2021	A train down the 405, below surface only where necessary and continuing to LAX is what's needed. That'd be far less expensive, easier to maintain, and a far nicer ride. It also allows the possibility--strongly recommended--of including solar panels to power the entire line. A primarily surface train will advertise itself. Using one or more existing lanes on the 405 will greatly reduce auto traffic which should be a principal goal. Please abandon all plans for tunneling just for a Westwood to the Valley line. Tunneling makes no sense. That idea is a waste of money and time.
		91505	No	12/7/2021	Thank you for the presentation today on Zoom, I was late but learned a lot. I want to make a comment as follows: 1. I support a stop at UCLA. As practically a city in itself, it is unconscionable for a major metro project to neglect this glaring necessity. As to equity, many people could work at UCLA were it not for the transit barriers, so please open it up, let all who want to work, visit, enjoy, and attend UCLA go without the barrier of no manageable way to get there. 2. Lack of parking at the transit sites in L.A. are a barrier to use. There should be ample, free, and convenient parking. While the idea of biking and walking sounds great, and in other cities it is, it is important that developers understand that Los Angeles's weather and size are barriers for most people to biking and walking to transit sites. Please provide parking. This will minimize use of cars. I would happily use this line if I know I can park at the station. If not, I will drive or just not go, as I do now.

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		91607	No	12/7/2021	While i appreciate the concerns that the 405 Freeway brings to many of us in the Valley, I believe the thought process to create yet more traffic volume in the manner prescribed is sending out the wrong message in this day and age of global warming and pollution. I have in the past written a number of letters to the Los Angeles Times and Jewish Journal expressing my alternative suggestion to the reduction of vehicles through the Sepulveda Pass and the creation of a more amenable transportation solution for the Valley with a connection not only to the West Side but throughout the current Metro rail line within the county. It seems that the current thinking needs to have a more open attitude toward public transportation similar to the experience we see in Europe today, where many individuals do not own their personal vehicles. I have copied here the letter I forwarded to the Los Angeles Times and offer it for your consideration. Dear Sirs, Once again the Metro Board is thinking with the wrong end of their anatomy! The purpose of any transportation within a city the size and diversity of Los Angeles is to ensure that people are served in an efficient and logical manner. We already have the making of an infrastructure of a rail system currently being created within the city. . What we need is a fully integrated transportation system, not some odds and ends requiring people to change around from one mode to another! If they would bother to view the nature of systems throughout the major cities of the world (eg; London, New York, Tokyo) they would understand how to efficiently bring our city into the 21st century and bring commuters out of their vehicles. Before the Metro Board comes to any rash decisions may I respectfully suggest that they take a trip to our neighbor to the south in San Diego, where they have managed to build a rail line (which continues to expand) from Mission Valley to San Diego State atop a not insignificant mountain.(Think Sepulveda pass) As usual the San Fernando Valley becomes the forgotten multitude who do not seem to warrant the service needed to connect us with the rest of the city! May I respectfully suggest the following scenario. 1. Build a rail line running alongside the 405 (please no subway to nowhere!) I am sure we have the people that could design something appropriate and if not, perhaps they could contact some Swiss engineers to assist as they know how to surmount some extreme mountain passes! 2. Convert the Orange Line to a rail service with the possibility of direct service from both the East and West Valley to West LA (See 1 Above) This would take some of the traffic away from the 101 and 405. I would invite the Metro Board to try a commute from the Valley some morning (and return on any evening) to/from West LA. This would also result in providing service to a variety of schools colleges and museums including UCLA, the Getty and Skirball located along the Pass 3. Additional connections could then be made available through the Crenshaw and Santa Monica lines. 4. Extend the proposed Orange rail service to Glendale and connecting further with Pasadena thereby providing an almost circuitous route throughout a vast area of LA. We need to resolve our transportation problems much faster than is currently planned (think Olympics!) and eliminate possible pollution issues with buses. It is important that a better understanding of a commuter system be instilled into the Metro board. Any design for transportation must appear to be seamless. The less one has to transfer to an alternative mode the more likely it will be used by the public. Sincerely
			No	12/7/2021	I am on your zoom call but the details on option 6 are not readily available. Please send me the link the this option, including the details on how each station would access other transit and parking.
			No	12/7/2021	Hello! Here are my comments that I submitted verbally during the meeting: Positives for aerial options: - Visibility, PR for the system - Stop at Getty Center - Access for veterans at the VA, which is a location for many low income folks I would prefer the idea of a light rail instead of monorail for reasons others have mentioned Positives for the subway - Access to UCLA - Reduced crowding in Westwood for events - More direct connection to other lines If we go underground, Metro should consider the People Mover to go to the VA Shuttles from Sepulveda to UCLA should not be considered, as the traffic makes them ineffective. People movers should be away from streets to prevent loss of traffic lanes Metro should also consider if the subway can have other stops, such as the Roscomare neighborhood or Harvard Westlake School If there are no stops, then the train should move quickly between those two distant stops from the valley to UCLA The underground system will cost more, that money could be used for increased trains to reduce crowding; more janitorial; more security staff For me personally, I drive back and forth to the valley 2x/week, and currently it takes me 25-30m one way, and 45m back. Metro takes 2 hours both ways currently. I would not use this system if the transit time was more than 45m from Palms to Sherman oaks, and I have used the system less due to crowding, wet seats, and have witnessed (and tried to mitigate) harrassment on trains. Money should be allocated for these issues.
			No	12/7/2021	Hi. This is Nicholas Mireles. I am a resident of the Valley. Actually my wife and I moved to the Valley last summer in part because of this project, big picture, but also the East San Fernando Valley line that's coming as well, looking for somewhere affordable to live and also not, you know, two hours out of city center. I'm an immigration attorney. I have an office in Downtown L.A. I currently take several modes to get there via public transportation whether it's the Amtrak from the Van Nuys station or, you know, the Orange Line/Red Line combination. I'm in favor of the heavy rail option for all the same reasons people have said, so I wanted to put my support on the official comment section, as I have, you know, done so via e-mail. And from the big picture standpoint, normal people who ride our system every day, having moved to the Valley, having been in Southern California my entire life, if you make it easy, if you make it convenient, it will be, as I said, more popular than ever. So the UCLA station seems to be a no-brainer for all the reasons listed as well as making it so that time and connectivity continues to be the number one goal. So thank you so much.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	12/7/2021	Thank you. · My name is Olga Lexell. I'm the land use chair and transportation cochair of the South Robertson Neighborhood Council; though I'm speaking an as individual today. I'm a homeowner on the Westside, and my primary mode of travel in L.A. is public transition, as it has been for the past decade. Do not build a monorail. We've let "The Simpsons" predict a lot of things; don't let them predict us being bamboozled into building a monorail. The company behind the monorail has a history of selling bad transit products to L.A. and is only being considered because they donated thousands to Metro board members' campaigns. Heavy rail is the only way forward, and we need that way forward. If we don't build heavy rail here, we will destroy the future of public transportation in L.A. A monorail does not have the capacity to carry the amount of riders who would use this line. Options 1 through 3 and ridiculous, and impractical. UCLA is the number one commuter destination on · the Westside, and this line needs to serve the main UCLA campus conveniently, which would eliminate 1 through 3 from consideration. The Big Blue Bus Rapid 12 line which serves primarily UCLA and which I use to go to work is the most successful bus line in the entire county because of how convenient it is for folks going to from and UCLA. The South Robertson Neighborhood Council actually passed a motion to support the UCLA stop, which I will forward to you. We the transit riders also don't want train stops on top of the 405 or any freeways, which has killed thousands of people in their lifetimes and poisoned our air irreversibly. Please choose options 4, 5, or 6; 6 is probably the best one. To promote equity, don't select a route until a community or tenant opportunity to purchase act covers the project area so existing low-income renters can be protected form displacement and aren't -- from apartments that aren't covered by rent control. Please ensure we don't lose any RSO housing through this process. The heavy rail option also must be compatible with Metro's existing lines to reduce future operations and procurement costs. Right now Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the B and P Lines, reminiscent of how Bechtel saddled BART with wide gates trains that are incompatible with other rail systems in the area. We also need to provide a cost-effective solution and enhanced resiliency --
			No	12/7/2021	My name is Sullivan Israel. There's been a lot of talk about UCLA today, so I'd just like to say I am a real-life UCLA student. I'm currently a junior, and I'm taking time out of my finals to make this comment. I think 100 percent there needs to be a stop at UCLA, and if "The Simpsons" episode didn't teach us enough, monorails are ridiculous. No, but in all serious, there's a reason that there really aren't any successful monorails anywhere on earth, and there's a reason that the one in Seattle, which was built as a tourist attraction, was never expanded but they are expanding their light rail and heavy rail, and that's because monorail's really don't make sense. They don't have enough capacity. They're not practical and they're slower. So I would just like to say what most people in this meeting are saying and I'm glad that most people are saying, which is option 5 or 6 make the most sense. And I also think there's an amazing opportunity, by having a stop at UCLA, for housing, which is that right now most UCLA students are forced to live within walking distance of UCLA. Most of us don't have cars. It's very expensive to park on campus, and so the idea that someone could live in the Valley but still get to school in, maybe, 20 minutes is really an incredible idea. It means that the stranglehold on rent in Westwood wouldn't be as strong, so that's just another reason. And I hope that one day -- probably not while I'm still a student, but one day in the future UCLA students will be able to get on a subway and travel all over Los Angeles
			No	12/7/2021	Yes. Good afternoon, ladies and gentlemen. My name is Steven Sann. I'm the chairman of the Westwood Community Council. I'm speaking in my individual capacity. But I do want to go on record that our council along with 12 other -- 13 of the 14 councils of the Westside Regional Alliance of Councils, first of all, are in unanimous support of the fact that there must be a stop on the UCLA campus. That should be a given, and that right there should eliminate options numbers 1 and 2. The options that I strongly support are options 5 or 6. I want to note that both the Purple Line and the Red Line are end to end a subway, and it is my understanding that the ridership projections for this Sepulveda line blow out of the water the ridership levels that the Red and Purple Line achieve. And therefore, if the Red and Purple Line qualify to be end-to-end subways, I don't understand why this line would also not qualify and absolutely justify end to end being a subway. That raises option number 4. We are very sensitive to the concerns of our San Fernando Valley, · that they do not, in most neighborhoods, want to have an aerial section. We understand that, and that is why I believe option 4 is a poor, poor option and really should not go forward. I also want to note that in your assessment, I think the key question that I hope you will address is a very simple one, whether or not tunnelling can be done safely. We have heard a lot of comments and certain objectors raised based on fear, fiction, fallacy, and fantasy, and I want to urge that we need the facts. We need to have science and data. That's · what needs to guide this decision. So therefore, I would urge that you give very strong attention to all the facts that are related to whether or not tunnelling can be done safely. We know that tunnelling has already been done safely for the Red Line that connects to the San Fernando Valley at Universal City in North Hollywood, so we hope you will do the same diligent work for this Sepulveda line. Thank you very much.
			No	12/7/2021	Hi, I'm Cori Solomon. I'm president of the Brentwood Glen Association. I agree with most people with the options 5 or 6. I want to point out that option 1, 2, and 3, you don't mention that there is a likelihood of taking of homes, and there would be homes in our area, especially if it's going to coincide with the express lanes project. And that needs to be told to the public ahead of time. It should be in the alternatives themselves because it's not fair that people don't know that homes might be taken. So that's all I want to comment on.
			No	12/7/2021	I'm a graduate student at UCLA, and I'm also a member of the science policy group at UCLA, but my comment today is in an individual capacity. And I'm calling to urge you to have the direct stop at UCLA. Many of my friends use public transit, and I know that you mentioned equity concerns, and one thing that often is left out of the conversation is accessibility for people who use wheelchairs or have other mobility issues, and many of the monorail options actually have ten-minute walks to connecting trains or connecting buses and any one of those kind of transfers is a burden to anyone but especially for people who already have to transport their wheelchair to another mode of transportation, so that's why the automated people mover options or other options with not a direct stop at UCLA and getting on another mode of transportation the going somewhere else is going to be less accessible for people who rely on public transportation. And yeah, that's all I have, except one other issue that I have with the monorail options is that they have lower capacity, so when we're thinking longer term into the future, it will be a better investment to reduce congestion if we have the heavy rail option. Thank you.
			No	12/7/2021	Hello Metro, Important to success of the transit line and ridership will be convenience, connection and access to the UCLA campus. Therefore, I would recommend *not* considering alternatives 1 and 2 (using connections to UCLA from other stations). Best,
		90067	No	12/7/2021	Why can't we continue the Heavy rail to Burbank airport? Also a stop at UCLA to connect to the purple line

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	12/7/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	LONG BEACH	90802	No	12/7/2021	1st Consideration should be environmental, i.e., what method has the greatest impact on reduction of road vehicle traffic inside and outside of airport. 2d & 3d considerations should be which vehicle/route alignment chosen is less labor intensive in terms of operations and maintenance. Location of stations, size of station platforms & mezzanines, vertical circulation, and methods of fare collection must all be designed in manner as to prevent/minimize congestion. Access/egress during emergency situation for passengers, and first responders is key in terms of design. LACMTA staff are and have been amongst the best in the world on all such matters. In depth evaluation should be based upon the experience of existing systems, JFK, ATL, Heathrow.
	Encino	91316	No	12/7/2021	I strongly support the Sepulveda Transit Corridor project. I support building it with the highest possible capacity for carrying people and I also support a fast connection to UCLA.
			No	12/7/2021	Nobody uses trains or busses, they suck. Homeless people, crime, and sitting with a bunch of strangers from southern California jammed in an enclosed vessel with the rocketing crime skyrocketing sounds like hell on rails. Proposing additional transportation projects is a horrible waste of resources and does nothing to alleviate the traffic of everyday commuting workers going from the Inland Empire to La County or Orange county where they work. This is another waste of resources. Thanks for your services!
			No	12/7/2021	I believe it is imperative, practical and an efficient for the new transit for People in the San Fernando to connect with Santa Monica's Expo Line. Going beyond a Westwood / UCLA stop offers more public transit to more people. It is also a practical use of Transit Funding. My other concern is the option of having a Monorail train / single rail could pose significant danger to riders and others in the area when Lo S Angeles has high winds. Thank you for reading my input. I hope you take my suggestions seriously.
			No	12/7/2021	Dear Peter Carter and Staff: I applaud L.A. Metro for their public outreach related to important transportation projects. After attending today's virtual scoping meeting via ZOOM, I wish to submit the following comments: The Sepulveda Transit Corridor Project is too important to the long-term transportation needs of the general Los Angeles community to consider any monorail alternative. Monorail is the slowest, least efficient, and least flexible mode of rail transportation and should be rejected from serious consideration. With all due respect to Los Angeles Mayor Eric Garcetti, I know he is a proponent of monorail, and that is why it is being considered. However, during today's scoping meeting, one oral commentor disturbingly suggested that members of the Los Angeles County Metropolitan Transportation Authority Board of Directors had accepted money from LA Skyway Express to support one of the monorail alternatives. If this is true, it suggests receiving kickbacks in exchange for favorable votes by members of the Board. Politics notwithstanding, this is not a theme park ride. In only to maintain the public trust, L.A. Metro should only be considering the heavy rail alternatives. In fact, heavy rail is essential to the success of this project. As I recall, without exception at today's scoping meeting, every oral commentor advocated for a direct stop on the campus of UCLA. I agree. In addition, with the use of heavy rail, I see this corridor becoming the busiest rail corridor in Los Angeles. This will become even more evident in the future, when there is a southern extension to LAX. This means that station stops must be able to handle trains that may need to be up to six (6) cars long during peak hours. Please don't make the mistake of limiting stations to accommodate trains that have only three (3) cars. Of the heavy rail options, alternative 6 appears to be the best. If that becomes the preferred alternative, I'm not sure why the light rail project along Van Nuys Boulevard would still be necessary. I realize that the proposed northern terminus is the Van Nuys Amtrak/Metrolink Station. While this connection is important, please consider another alternative that would extend the line another 8 miles north to terminate at the Sylmar/San Fernando Metrolink Station. Doing so would greatly enhance ridership by enabling Metrolink passengers traveling from Lancaster, Palmdale, Santa Clarita, and Newhall on the Antelope Valley Line to quickly get to destinations on the west side of Los Angeles, Santa Monica, and eventually LAX. This is exactly what is needed to reduce the number of vehicles on I-5 and I-405. Please keep in mind that transfers must be as seamless as possible, or people will be reluctant to use the rail system. For that reason, for the sake of efficiency, and for the sake of equipment flexibility, the use of different modes of rail with different equipment must be avoided. L.A. Metro cannot continue to simply rely on Measure M funds. You must search for other sources of funding from the voters, as well as from the federal government (Infrastructure Bill). L.A. Metro should not be penny-wise and pound-foolish in selecting an alternative that will be in place for decades, if not a century. I urge the L.A. Metro to do the right thing. Thank you for allowing me the opportunity to comment.
	Rosemead	91770	No	12/7/2021	What I like is for the committee to consider The Boring Company's solution. Their website is: https://www.boringcompany.com They are currently building a 29 mile loop underground in vegas that costs tax payers $0 dollars. They have repeatedly mentioned they will privately fund their own projects if given permission to do so. Their tunnels will run a taxi service where fares can range from $6-$20. A party of 4 would split the fare and can cost as low as $1.50 for a short trip. This is desperately needed in Los Angeles.
	Culver City	90230	No	12/8/2021	Any planned line should involve maximizing the number of passengers carried, the ability to interchange with other modes of transit, and especially, to be positioned for a further southward extension. If it doesn't handle all three of these, the line will fail to convince enough people to forego their cars and take mass transit. Line 6 fails to effectively do any of these, and with a fully underground heavy rail line, is going to be cost prohibitive. What I would like is to see clear thought put into car/train and bus/train interchange at each of the stations where possible. The fewer transfers people have to make, the more they will be willing to use the system.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Santa Clarita	91390	No	12/8/2021	Hello- I am a voter and resident within the Los Angeles County. Regarding the Sepulveda Pass Transit Corridor proposals, I am writing to express my opposition to alternatives #1-3, and my unconditional support to alternatives #4-6. My opposition to the first three alternatives is tied to their usage of a monorail system, as opposed to heavy rail (as in #4-6). Any serious effort to alleviate the Sepulveda Pass' horrendous traffic should be focused on maximizing transit capacity. In that regard alone, it should be self-evident that heavy rail is superior to monorail systems: According to your very own website, a single heavy-rail train of 3 cars can carry 510 passengers every 2.5 minutes, as opposed to a monorail's 474 persons across 6 cars. Then there is the matter of expansion. Of course, the ultimate goal of any city public transit system should be to create a tight net of transit: The London Underground, the New York City Subway, and the Paris Métro come to mind. When planning this Sepulveda Pass project, we must not build merely for today, but also for 40 years from today. As it stands, monorails are significantly more difficult to expand upon than standard rail. With standard trains, such as heavy rail, expansion is relatively simple, as trains can cross over from track-to-track with ease. This allows for a greater set of possibilities for rail expansion, as new lines can be grafted to existing lines wherever necessary, without having to completely destroy the existing system. But with monorails, this becomes significantly more difficult, by virtue of the train enclosing the rail. Expansion would require the wholesale decommissioning of sections of line, coupled with the construction of interchanges that are far costlier than those needed for standard rail. Any future expansion would thus be significantly constrained. Finally, there's the matter of maintenance: Heavy-rail is significantly more cost-effective than monorail. Monorails would cost taxpayers more dollars over time for less material benefit. Thank you for your time. I sincerely hope that a heavy-rail system is implemented instead of monorails.
	Santa Monica	90404	No	12/8/2021	What I like is an environmentally-friendly, automated heavy rail with a high passenger capacity that would reduce the load of traffic in the city. Ideally it'd be high speed, but the larger emphasis should be on reducing city traffic
			No	12/8/2021	NO MONORAIL. No BYD! Do this right! Thank you.
	North Hollywood	91606	No	12/8/2021	I'd like to express my support for any of Alternatives 4-6, and my lack of support for Alternatives 1-3. Monorail along the 405 will result in a bad experience for transit riders, longer commute for drivers during the many years of construction, and loses all cost benefits when it goes underground, which would be required for a direct UCLA campus stop, which is utterly essential to this project. For that reason alone Alternatives 1 and 2 should be thrown out, let alone for the reasons mentioned before. In addition, freeways are a significant air quality health hazard and building transit attached to them, even if it's not in the median, is a public health equity concern. Now, of Alternatives 4-6, I'm torn. I firmly believe in a mix of Alternatives 5 and 6, with the line underground along Van Nuys Blvd from Van Nuys Metrolink to Ventura Blvd before tunneling under the hill to UCLA, Wilshire/Westwood, and then along Sepulveda to Expo/Sepulveda. Unfortunately, that is not an available option. In addition, Alternatives 4 and 5 utilize faster headways and most importantly automated trains, a much needed evolution of the LA Metro infrastructure. With all of that in mind, the single Alternative I support the most is Alternative 5, as it is the combination of best routing/technology and the most politically feasible Alternative that might actually get built. This is a vital project for Los Angeles and it's important we do it right. No monorail.
	Los Angeles	90034	No	12/8/2021	I wonder about the earthquake impact on above ground versus underground transport. If a major earthquake occurs and damages the line, I would want a technology that can be repaired quickly, and not leave people without a mode of transit for extended periods of time. I think a direct or near-direct stop to UCLA is imperative. I like alternative 6 the best, because it stops at the E line farther north, includes a direct stop at UCLA, and brings us to the 101 farther north. I think it makes it easier for people central to the city to utilize, increases the chance that LAX customers and staff will utilize it (would be good to eventually connect it to the Van Nuys FlyAway), and connects more people in the valley who are not close to rapid transit. I would ELIMINATE the stop at Santa Monica Blvd and at Sherman Way. One of the main issues with rail transit out here is that there are so many stops, it takes far too long for "rapid" transit to get from point A to B. People can drive or bike to farther destinations if needed.
	Los Angeles	90015-1651	No	12/8/2021	What I like: Finally a chance to connect the San Fernando Valley with the Westside and, eventually, LAX. Not only will the finished project reduce traffic congestion, but it also will create a fast way to get from the Valley to West L.A. without driving. What I suggest: Bite the bullet and do the subway proposal. Both the Westside and the Valley are densely populated and probably only a subway can handle the large volume of riders better than the other 5 proposed routes. In addition, the other proposed routes, especially the monorail, would be very unattractive and probably noises. Another problem would be the stations for a monorail along the I-405. If the monorail is positioned in the center divider of I-405, the stations would need to be positioned with pedestrian access ove the freeway, making the riders endure horrendous traffic noise. An example of this is the Gold Line Sierra Madre station. Crossing over the freeway and waiting for a train is incredibly noisy.
			No	12/8/2021	Dear Peter, I was excited to view Metro's new considerations for public transit connecting the valley and basin. I work at the Getty and was very eager to hear about the propositions including a stop at the Getty Center. Thanks so much,
	Arcadia	91007	No	12/8/2021	I would like metro to pursue heavy rail, and not the monorail for this project. While initially, heavy rail may seem more expensive, it is more maintainable and will serve the community better than monorail will. It's worth it to put in the extra funds and effort and build this project right. I am concerned about how maintainable monorail is. In other cities where it is been used (e.g. Newark, Jacksonville), it is on track to be replaced. Monorail also has potential capacity issues that heavy rail does not, as it is much easier to add more trains to heavy rail systems than it is to monorail. While on its face, it may seem like the monorail option is cheaper, it's not the right option for our city because it won't serve as many riders, and it will be more expensive to maintain in the long run. Let's build a public transport system that is actually usable by the community for many years to come.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90066	No	12/8/2021	What I wish to see is a zero-carbon transit service connecting the valley and westside. It should be reduce traffic and carbon emissions from transportation.
	LOS ANGELES	90066	No	12/8/2021	I prefer an underground railway (heavy rail) through the Sepulveda Pass. I can only imagine the headaches of building a monorail above ground in the center of, or next to, the 405 freeway. Also, if there is an emergency, it is much easier to get off a train in a tunnel than on an elevated track. In the San Fernando Valley, I would be fine with either the heavy rail line being either underground or elevated, whichever is more practical, aesthetic and affordable. Living in Mar Vista, I'd be happier the farther south it comes. Feel free to contact me for any additional information or clarification on my statement.
		91731	No	12/8/2021	- Heavy-rail options are preferrable because they will entail lower maintainance cost and guarantee higher reliability. - Monorail is understandable, but they will break down (more difficult to maintain), and subsequently damage public confidence in Metro. - No to electric bus or APM to UCLA. One-seat ride is a game changer in many cases that will sway people out of cars and into public transit. If there is a transfer, people would be less likely to take transit.
	Iselin	8830	No	12/8/2021	Alternative 2 (Automated monorail with automated people mover) seems to be the most cost-efficient and sensible alternative.
	Porter Ranch	91326-2713	No	12/8/2021	After reviewing the various Heavy rail with underground alignment including along Van Nuys Blvd. in the San Fernando Valley and southern terminus station on Bundy, Metro should consider making the line going all the way to LAX would alleviate a lot of congestion heading, why not just just bite the bullet and make the common sense approach to make it complete instead of bits and make it all the way to airport would make the most sense, could get rid of Flyaway or complement it, the traffic doesn't stop at Bundy it goes all the way to airport, with a lot people who work at airport and westside Bundys not enough. Thanks for your time.
	Los Angeles	90034	No	12/8/2021	Please do NOT do the monorail on the 405. That would be a complete headache for decades under construction and then actually be less efficient and rider-friendly than the heavy rail options. Obviously the NIMBYs in Bel Air will try to work against you, but this is going to be the largest public transportation project in the country and it is worth it to do what is right. Please do the heavy rail. PLEASE.
		91030	No	12/8/2021	Improving public transit in Los Angeles will drastically improve the quality of life for myself, and many of my friends and neighbors, including friends who visit from out of town.
	San Pedro	90732	No	12/8/2021	I highly stress that the Sepulveda pass project be built completely heavy rail. This line connects 2 dense areas with thousands of jobs and LAX. The popularity of this line attract potentially hundreds of thousands of riders daily, and that will only be supported if the line be built of total heavy rail construction. The monorail idea may seem novel and attractive to be built down the 405 to spare boring under the Santa Monica mountains, but it cannot support a high ridership. Please get it right the first time and build heavy rail. And a direct stop at UCLA will be in the best interest of the project.
	Sherman Oaks	91403	No	12/8/2021	As a resident of this neighborhood, I would strongly prefer option #6 so the project is completely underground. I believe that would be the least disruptive and least amount of noise for the neighborhood.
			No	12/8/2021	Please use alternative 6. Van Nuys Blvd is very wide, is not residential and this alternative will go to UCLA.
		90302	No	12/9/2021	What I suggest FOR THE LOVE OF GOD!!!! Please make it heavy rail, that can sustain 80 mph minimum thru the pass. The goal should be to take all people regardless of class or creed off the 405! With the goal of tying into CA High Speed via a transfer. Ideally built to transfer with orange line and purple extension at UCLA. second I would use a double decker railcar that uses overhead rather than 3rd rail (speed and acceleration). At a minimum use the same loading gauge as LRV to help control costs.
	Long Beach	90802	No	12/9/2021	I believe the heavy rail option is far superior to the monorail. We need something with high capacity and growth potential. As well as a system that can run fast. I live off the A Line and it takes over an hour to get to downtown LA from Long Beach. I can drive faster at almost any time of day. Mass transit should be a faster option than cars. Don't go cheap on something like this. It needs to be done well
	Los Angeles	90043	No	12/9/2021	Greetings, I agree with many of the live comments that support Alternative 5 or Alternative 6. This is too important a project and too busy a corridor to waste money on a monorail. In addition, this project should be completely compatible with the existing heavy rail on the B and D lines, not only to reduce expenses, but to facilitate possibly linking the lines someday (such as the Crenshaw line is now connected to the C line)... Please do your best to fight for changes which were suggested locally, I hosted several Metro meetings when I was in charge of Adult Services at the Inglewood Public Library, and I remember many of us warning you about a grade crossing of the busy intersection of Centinela and Florence; it is now my understanding that even as it is about to open, this line will have to be closed in the middle for a year to build the overpass we recommended a decade ago.
	Panorama City	91402	No	12/9/2021	I am supportive of alternatives 4-6, especially the ones that involve automated trains running better than every 3 minutes. These are the alternatives that also directly serve UCLA and run under the pass as opposed to above-ground via the 405 corridor. It would be horrendous and illogical to pursue building a rapid transit monorail through the pass that doesn't even directly serve UCLA and subjects riders to the noise and pollution of the freeway- in addition to the risk of being shutdown due to a wildfire. As for alternatives 4-6 again, I am supportive of above-ground routing via Sepulveda (with stations at Ventura, G/Orange, and Sherman Way) as well as an underground alternative running under Van Nuys Boulevard with an intermediate stop at Ventura. I can support a Magnolia stop only if the surrounding neighborhood is upzoned and property acquired to ensure affordable, medium to high density housing is built. It would be wasteful to build an underground station to serve low-density. Lastly, here are some hopes and wishes for the project: -Targeted upzoning to encourage affordable housing to be built along the route -Good integration with existing streetscape and future transit projects to ensure quick transfers (East SFV LRT and North SFV BRT, local bus routes) -Local hire prioritizing working-class, under-resourced people in affected neighborhoods -Safety features like platform boarding doors -Spaces for businesses and community-serving vendors/organizations to make stations safe and viable

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		91105	No	12/9/2021	1.) None of the six alternatives seem to take passengers to LAX. Airport trips should be 'the easiest time to pry Angelinos from their cars–so they don't have to pay to leave them in some distant lot. 2.) The all underground route, via UCLA seems the most desirable of the six, but you did not provide any comparative cost information. If it costs five times as much, it would not be preferable to running down the 405 right of way. 3.) Next time, please include specifics as to whether those 405 routes would be in the existing 405 "footprint" or would buldoze new land along side the 405, expanding the scar through the hills, or impacting traffic along Sepulveda, etc. Thank you
			No	12/9/2021	I attended the first time and was very impressed by the organizational skills, logical agenda, time management and visuals of presenters. All NCs and NC governmental agencies should learn from you! Thank you
	Los Angeles	90034	No	12/9/2021	I like Proposal #3 the best. My second choice would be Proposal #2. I favor above ground transit through the Sepulveda pass because I think it would attract more riders than an underground route. The area is scenic above ground, the only pleasant nature of driving that section of the 405. MTA should use more of a carrot approach to attracting riders. It would also be more popular for tourists, a major industry here in L.A. The success of the above ground Expo line in attracting riders should serve as an example. Having a stop at UCLA is an important aspect, as it a destination for many students, medical patients and staff each day.
	Los Angeles	90004	No	12/9/2021	The only worthwhile alternative under consideration for the Sepulveda Transit Corridor is alternative 6, which is traditional, driver operated heavy-rail. The fully underground alignment would have the least visual and environmental impact on the surface, and the use of existing technologies would ensure interoperability and cohesion with the rest of Metro's existing rail lines. It serves communities and destinations that are sorely in need of high quality, high capacity transit access. Alternatives 1 and 2 are absolutely unacceptable solely based on the fact that they would not have a station at UCLA, which should be utterly disqualifying. Not having a station that directly serves the UCLA campus would be a massive mistake. With regard to the proposals by private companies, Metro shouldn't shortchange LA commuters by buying into gimmicks from private companies like monorails and driverless trains. Not to mention that this sort of experimentation and reliance on the private sector inevitably leads to problems down the line, and massive cost overruns. BYD and Bechtel are promising too much for too little, and a shortsighted decision to go with one of their proposals will be catastrophic for Metro, and ultimately for commuters. It's about time that LA have a proper, respectable, and conventional transit system. The Sepulveda Pass line is probably the single most significant and impactful project that Metro has in its pipeline. Don't try to reinvent the wheel or score political points, and just build it right the first time.
	Los Angeles	90064	No	12/9/2021	LA has a dire need for a heavy rail transportation option between Westwood/UCLA and Van Nuys; LA's public transportation options are decades behind those of cities of comparable cultural and economic importance around the world. Alternatives 5 and 6 are the only acceptable proposals that meet this need. Alternative 4 is inferior to alternative 5 because it calls for so much above-ground track when below-ground heavy rail is necessary to meet the transportation needs of Westside and the Valley. Alternatives 1, 2, and 3, which propose a monorail in the median of the 405, are stupid and woefully inadequate. Forcing students and residents who are reliant on public transit to breathe exhaust fumes from a busy highway on their commute every day is quite unjust, and the monorail options that require a transfer to reach UCLA are a huge investment for a minimal to nonexistent improvement over current public transportation options. I don't like that alternatives 1-3 are being considered at all because their benefits are so marginal and their drawbacks are so extensive compared to alternatives 4-6. I think this is a strong consensus among my peers with a stake in this project. I strongly encourage that alternatives 1-3 are removed from consideration to raise confidence in the decision-making process of city leadership regarding this project.
	Los Angeles	909045	No	12/9/2021	I just watched the latest movie on the six alternatives, three monorail, three heavy rail. 1. Why was the monorail shown first? 2. Before the heavy rail alternatives, Nos. 4, 5, and 6, why were we shown a clip of a monorail? 3. When will you post the different carrying capacities between monorail and heavy rail?
	Santa Fe Springs	90670	No	12/9/2021	I often need to go to UCLA medical center for my work. Any option that requires a people mover or electric bus shuttle in order to get from this line to UCLA makes it MUCH less likely that I will use the line. I need the station to be right at UCLA. Furthermore, it is imperative that transfers to other lines are seamless and do not require significant walking more than 1 minute. For these reasons, the monorail options are clearly inferior.
	Malibu	90265	No	12/9/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Tustin	92782	No	12/9/2021	I suggest considering a variation of Alternative 5 that places two stations just west of the 405 to provide better access for West Valley commuters - specifically Ventura Bl and Sherman Way. A station at Sherman Way and Haskell opens the possibility of a land swap with the post office to relocate and expand the Flyaway station as a full service transit center. Consider options for future connections. If heavy rail is chosen every effort should be made to protect future direct connection to red or purple line. Same technology (interchangeable trains). Also consider building two spur tunnels to potentially have a future direct connection to purple line. Finally build the northern end in a way that protects for "closing the loop" back to North Hollywood red line. Alternatively - if direct connections to red or purple are definitely not planned, consider using overhead power that would allow future connection to metro link or high speed rail.
	Sherman Oaks	91403	No	12/9/2021	It isn't often we have the opportunity to build brand new infrastructure in one of the busiest transit corridors in the country. This project has the potential to have a huge impact on the future of Los Angeles, taking 1000s of cars off the road each day, improving air quality, reducing GHG emissions, enabling new ways of commuting, and making LA more connected. With this in mind, I highly suggest we opt for the fastest end-to-end option - heavy rail. We shouldn't settle for anything less than the best when we know this is what Angelenos will be using for 50 years. A faster metro system incentivizes ridership. It prioritizes the time and wellbeing of riders. It allows people to commute to/from

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					work and have that extra time to spend with their families. After years of sitting in excruciating 405 traffic, Angelenos deserve something better. Let's seize the opportunity and build fast heavy rail transit.
	Chatsworth	91311	No	12/9/2021	I have attended many of your Sepulveda Pass Transit Corridor Input Meetings in the past 2 years and commend the leadership and transparency of your planning committee and staff. I support the HRT-2 heavy rail proposal because it provides the simplest, fastest, most direct path and bisects the Valley at exactly its center, paralleling the 405. Below ground is safer, less interference from cars, and quicker (depending on stops). Line should extend past Sepulveda to the Metrolink transfer station. I do not like the above ground monorail approach as I feel the pillars below may be subject to damage due to vehicle collision or earthquake. Would Metro consider purchasing the long-vacant lot behind the Sherman Oaks Galleria on Sepulveda for a 5 level parking structure?
	Studio City	91604	No	12/9/2021	I am against the monorail options due to terrible station locations, absolutely horrible interconnectivity with the current system, and its low eventual peak capacity. Also, noting BYD's influence on the metro board is another red flag. Speaking about capacity, Bechtel's max capacity, from its proposal, is higher than what's listed in the CEQA (27200 vs 16320), while BYD is using it's max capacity numbers (19000) that would require more expensive platform extensions not priced in its proposal.
	Los Angeles	90036	No	12/9/2021	Alternative 5 is the clear best option. The fact that you all are even considering the monorail as an option is incredibly short sighted and foolish in my opinion. It's hard to trust BYD already, ignoring the fact that they're a PRC company, since their track record has been atrocious with other projects in LA. Why would we trust them to build a monorail? Further, why would we build a monorail in the first place? To save a couple bucks in the short term? Ridiculous. Monorails are horribly inefficient and are not the high capacity transit that the Sepulveda corridor needs. Alternative 5 stays underground which protects above ground space and maintains speed and efficiency. It is far higher capacity than the monorail which would be integral on this line as it's projected to be incredibly busy. Please, for the good of the city, don't do something as foolish as building a monorail under this pass. Please, please, please pick alternative 5 and make this immensely important route something LA can be actually use efficiently and be proud of. The NYC Subway, Tokyo Subway, London Underground, etc. didn't become amazing public transit systems by building some of their most important lines as freaking Monorails. Leave that nonsense to Disneyland. Build Alternative 5. It is clearly the best option long term for the city of Los Angeles. Thank you for taking the time to consider my comment. I implore you to make the correct decision for all angelenos!
			No	12/9/2021	As a 30-year Valley resident and frequent user of the 405 to LAX corridor, I would like to comment on the proposed project. I think the Heavy Rail underground alternate (Aka Alternate 5) would be the best. With the advances in TBMs and earthquake-safe construction, it seems like this alternate would have the least impact on the freeway and the surrounding communities. Thanks for listening . . .
	Draper	84020	No	12/9/2021	Please go with option 6. Underground heavy rail would be nothing short of incredible. It would easily pay for itself once it's built. It's convenient and could be expanded to LAX in the future. Please don't do a stupid monorail. The 405 is the most congested freeway in the world and we can't afford to cut corners.
	Woodland Hills	91367	No	12/9/2021	The method of transit is inconsequential. What is essential, is the time to completion. If the project is projected to be completed between 2033-2035, that means the project will be completed in 2038. Historically speaking, the project will be plagued with delays and cost overruns. Waiting more than a decade, and possibly two decades for the project to be completed, will provide zero benefit to the people who need it. I'm sure if you polled the population, they would be more willing to pay double to have the project completed in half the time. Los Angeles is a car dominate society; we have to be. If there were a means to get around the city without a vehicle, people would. Buses won't solve the problem. Buses reside in the same slow traffic. I personally will never take a bus across the Sepulveda Pass. Why wait in traffic in a bus when I can wait in traffic in my own car. We need dedicated mass transit. Street cars, subways, monorails, and any other forms of transportation that will run from point A to point B without stopping. If public transportation requires more time than it does to drive, people will just drive. Why spend more time away from your family on public transportation, when you can get there faster in the comfort of your own car. If you build it, they will come.
	Ithaca	14850	No	12/9/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90025	No	12/9/2021	I believe that if Los Angeles is serious about improving public transportation in the long term, then we must build a heavy rail for the Sepulveda transit corridor. Heavy rail has a higher max capacity which gives more long term potential for building more projects off of it. Also, not going through UCLA as the monorail proposals suggest would be a ginormous waste of potential for the D line extension project. I also personally do not like the idea of having to wait for monorail directly next the freeway, as it is loud and polluted.
	Los Angeles	90029	No	12/9/2021	Thank you for working on a transit alternative to the 405 - it's critical to address the climate change impacts the region is already seeing. I support the heavy rail transit options, and urge Metro to only consider options that have high passenger capacities. As a UCLA alumni who traveled 25 miles across multiple freeways to get to school from my home while I was in school, I hope Metro ensures that a UCLA heavy rail stop is included in the preferred/final alternative. I do not support the monorail options due to their low capacity.
	Los Angeles	90077	No	12/10/2021	There should be NO TUNNELING UNDER BEL AIR!! Bel Air is a well-established community of expensive homes. Not only would tunneling disrupt many lives it would greatly reduce property values. An elevated rail route on top of the 405 median is the only solution.

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		90005	No	12/10/2021	I would like to select option 3 for the proposed route options. This new line should have: 1) a stop at ventura/101; 2) a stop at the Getty center; 3) should go directly into UCLA. This line should not skip over the Getty Center because many people who live in the valley work there and others working in the Bel Air/Beverly Hills area could use this stop before going all the way down to UCLA. I do wish that line 3 was a heavy rail option because it moves the most people, I think that route 3 is the best option.
	Van Nuys	91401	No	12/10/2021	Just like the insane proposed 101 freeway monorail/light rail/heavy rail across the south SFV and into L.A. boondoggle of the mid 1980s, this 'project' over/along/under Van Nuys/Sherman Oaks/Sepulveda Pass/405 Freeway, ad nauseum, deserves to be relegated to the dumpster once and for all. Everyone I know is only in favor of ONE "option" -- the NO PROJECT option. Just NO to all of the crazy six mapped 'options.'
	Van Nuys	91405	No	12/10/2021	No monorail No monorail No monorail The transfers would be bad according to the BYD proposal. It would be slower. It would have a significantly reduced capacity. It would be a poor addition to our metro system, likely due to BYD's campaign contributions. It's difficult for me to comprehend how there are 2 alternatives with no UCLA station. With that said the other 3 heavy rail options are great. The best one is alternative 4. It's cheaper with a high projected ridership and good station locations. Alternative 6 is also good and I think there is some merit in the expo/bundy station over the expo/sepulveda stop. Alternative 5 is just stupid. It's a more expensive version of alternative 4 as most of it is below grade. I, a person who will be greatly affected by the impacts of an elevated rail close to my house, give you permission to to build this rail line. Those who may be complaining about it being an eyesore or it's noise pollution don't understand that 1 train is much quieter than dozens of cars and elevated rail is much cheaper than a subway. I don't think that Sepulveda can get much uglier than the strode it is today. I don't think that the benefits of an elevated rail line would be outweighed by the small environmental changes that it would cause. Please if you don't choose alternative 4 don't let it be because of nimbys complaining about elevated rail.
	Los Angeles	90049	No	12/10/2021	I wish NO tunneling should take place under a residential neighborhood in Bel-Air.
	Bel Air	90049	No	12/10/2021	I strongly suggest that you should NOT be tunneling under a residential neighborhood in Bel-Air.
	Bel Air	90049	No	12/10/2021	There should be NO tunneling under a residential neighborhood in BelAir.
		91340	No	12/10/2021	I believe the most ideal options for the Sepulveda Transit Corridor would be (in order of most to least preferable): A hybrid of Options 3 and 4, Option 4, and Option 3. They "hybrid" option would be a heavy rail system that follows the route of Option 3 (monorail). The reasoning for my choices is described below. First, it is of utmost importance that the new Sepulveda Transit Corridor features a station at UCLA Gateway Plaza. UCLA is a leading university in the country, if not the world. It deserves a convenient transit station at its heart with direct connections to LAX and other lines that provide access to downtown. Ideally, the station should be positioned underneath Westwood Plaza with its northern entrance at Gateway Plaza and its southern entrance near the UCLA medical center. Placing the station in the center of campus would attract more ridership, especially for students who might commute to school from other places like the San Fernando Valley. Any alternatives that involve additional transit connections (APM or electric buses) should not be considered because they require an additional transfer to access the Sepulveda Line. As a frequent public transit user myself, the more transfers a particular route involves, the less likely I am to use it. Even if it's just one additional transfer, it makes public transit a significantly less appealing option. Second, the chosen transit method should be heavy rail, not monorail. Monorail is a "gadgetbahn" (portmanteau of "gadget" and "bahn", the German word for "train"). This means that it's a supposedly more modern and futuristic way of providing transit at a level that conventional services can't offer. Except, none of those claims are true. There's no advantages of an automated monorail over a conventional automated metro (other than its futuristic looks). Conventional metro (heavy rail) lines have been built in hundreds, if not thousands of cities across the world, elevated and underground, so it's a proven technology. On the other hand, only a handful of cities have monorail systems and many are closing down due to high maintenance costs and lack of compatible replacement parts (Sydney Monorail, for instance). For the most resilient, long-terms solution, LA Metro should choose heavy rail. Lastly, I support having an additional station at The Getty. It is an important piece of LA's culture and I believe it deserves to have a station. This would make LA Metro an attractive transit option for tourists, too. The Getty is already hard to access by car so it would provide a convenient alternative. While this station was only included in the monorail options, I would like to see a hybrid of Options 3 and 4 be built. This would be a heavy rail line that follows the approximate route of Option 3. Additionally, I believe that elevated railways are cheaper than tunnels, so having a shorter tunnel through Sepulveda Pass would reduce costs for LA Metro. In this way, the best of both worlds is achieved. If that isn't possible at this stage in design, it would be preferable to use Option 4 since it is heavy rail.
			No	12/10/2021	Thank you for doing the Sepulveda Transit Project. I wanted to support option 5 and more importantly I wanted to strongly discourage option 1, 2 and 3 and mildly discourage 6 but option 4 and 5 are fine, I really want to support option 5 to me automated heavy rail seems like the best option for LA and this area. Going to UCLA is extremely important and I think this is what is going to set the city up for success in the future. Please choose option 5 or option 4, although i prefer option 5 but not a monorail or option 6. Thank you
			No	12/10/2021	Hello LA Metro, Please support option 5 for the Sepulveda transit coordinator. Or even option 4. But please please do not choose any monorail option or option 6. We don't need a boondoggle monorail in LA, we need automated heavy rail. Thank you. --Sincerely
	North Hills	91343	No	12/11/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	South Pasadena	91030	No	12/11/2021	No monorail! It is a low capacity, low speed mode of transit, and all three of its alternatives have horrible connections to the rest of the metro network! Build alternatives 4-6!!

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	Los Angeles	90032	No	12/11/2021	Hi—vet & UCLA alum who made the drive from E LA many times and would have enjoyed a metro option. I think it should be heavy rail with a stop at campus and some connection to the VA. It should be above ground as much as possible (under the assumption that tunneling is expensive)
		90077	No	12/12/2021	METRO, regarding the SEPULVEDA TRANSIT CORRIDOR proposed Alternative Options #4,#5,#6: i agree that it IS in the general public's best interest(of LA County) to study options for feasible mass transit extensions be expanded in order to join multiple far reaching neighborhoods with each other. however, i cannot support or agree it is in anyone's interest to continue to evaluate ANY plan to tunnel underneath ANY hillside residential neighborhood. Especially not hillside residential nighborhoods that are currently known to contain several "Pre-Quaternary Fault lines" throughout. and certainly NOT beneath canyons that contain an almost 100yrs old man-made Reservoir(1924). Deep tunnels bore beneath a mountain, would require that multiple wide diameter vertical access/vent shafts also be excavated. In the project's plans to consider Alternatives #4,#5 and #6, both Bel Air and Holmby Hills neighborhoods would prove extraordinarily more costly to acquire these properties through eminent domain(including access roads to reach each shaft site) than to use EXISTING above-ground Transit corridor property. the roadways above Alternatives #4,#5,and #6 include Stone Canyon Rd and Beverly Glen, each very narrow and lined heavily on both sides with privately owned parcels. excavation in these areas specifically would necessitate massive soil removal and hauling by heavy truck trips, which i feel would destroy those asphalt roadways and the extremely brittle utilities services which lay just beneath the road surface. these heavy truck hauling trips would also create a Public Safety risk in the event of any fire, earthquake or any other emergency. its too easy to imagine what a disasterous scenario of panicked homeowners would look like, fleeing along these impossibly narrow streets, already cluttered with parked vehicles, while Emergency vehicles and personel attempt to race up the canyon roads into the affected areas. in stark contrast, the extra wide 405 Freeway, would be far better suited for such a transportation oriented project. Much cheaper and faster to complete, and continue to maintain and service over its lifetime, with little to no risk of below grade collapse and rescue attempts for trapped workers(or riders), caused by an earthquake for instance. i honestly cannot conceive of a panel group even giving much realistic consideration to think that Alternatives #4,#5 and #6 would be anywhere on a list of the top six 'best options available'. However as a Californian for several decades now, i have come to accept that when it comes to public Planning, Local and State government issues, no matter how insanely "unimaginable", and having the "very least likely" chances of being adopted, EVERYTHING is still VERY POSSIBLE to occur and even be agreed to, as go-forward Policy. that is why i am making my very first public statement and comment to be heard for the Record in this matter. the risks, costs and challenges of this project, as well as the long term benefits and/or its liabilities must all be considered openly, honestly and thoughtfully. boring a deep earth tunnel beneath Bel Air and Holmby Hills; purchasing such vast amounts of private property at fair market value; construction haul routes up and down the most narrow hillside and wildly turning streets; risk to Public Safety for these residents due to limited roadway for simultaneous fire/emergency access and resident evacuation routes; the likely 'roar' and shaking of underground trains running and echoing beneath these homes- emanating from vent/access shafts or in the rock of the hillside itself.... ect ect etc. vs. an above-ground rail system; using the center divide lanes of existing traffic/transit routes which are publicly owned and least likely to interfere with or disrupt ANY residents of any neighborhood...? i hope you can all see what is most clearly obvious in this equation, and decide by NOT considering ANY of the Sepulveda Transit Corridor Alternatives #4, #5 or #6 as being feasible, or worthy of further study or consideration. thank you
	Sherman Oaks	91403	No	12/12/2021	I would like to express support for alternative 6 or no project as the best options for the community
	Sherman Oaks	91403	No	12/12/2021	Heavy rail that serves UCLA is the only logical choice. Monorail will be a gimmick similar to a Disney ride, not a serious attempt at fixing our massive transit issues. Only high density transit that reaches the most trafficked destinations with minimal train changes (like UCLA and LAX) will improve the issues we see on the 405.

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South Robertson Neighbhorhood Council			No	12/12/2021	To whom it may concern, Please note that at a duly-noticed meeting on September 23rd, the South Robertson Neighborhoods Council General Board voted unanimously to support a Westside Regional Alliance of Councils motion regarding a UCLA stop on the Sepulveda Transit Corridor. Please see the below letter for more information. -- The Westside Regional Alliance of Councils (WRAC) strongly echoes the sentiments expressed by numerous elected officials, neighborhood organizations, community groups, business associations, and many local citizens who urge that Metro must include a Station located directly on the UCLA campus as part of this pivotal transportation corridor project — specifically a one-seat ride from the San Fernando Valley directly to UCLA, hewing to Metro's original proposal which suggested a 16-minute travel time for that segment, the fastest connection between the Valley and Westside and one that directly links people to where they want to go. This would be one of the most heavily trafficked Metro stops in the State and would be the busiest non-transfer station in Metro's system. The Sepulveda Transit Corridor Project is part of the Measure M expenditure plan, with approximately $5.7 billion for new transit service to connect the San Fernando Valley and the Westside, scheduled to open by 2033-35. Approximately $3.8 billion is allocated to extend that service from the Westside to LAX with a 2057-59 opening date. Metro is making strides to improve travel between the San Fernando Valley, the Westside and Los Angeles International Airport (LAX). The natural barrier created by the Santa Monica Mountains means that most people traveling between these areas are funneled primarily onto the I-405 Freeway, already ranked as one of the most heavily congested urban highways in the nation. More than 400,000 people travel through this area every day to commute to work, school, and other destinations along the freeway and beyond. Having a Metro Station located directly on the UCLA campus would also help transport the tens of thousands of individuals who travel to UCLA on a daily - basis, including: UCLA students, staff, faculty, medical personnel, patients, and campus visitors. Not having a Metro Station on the UCLA Campus would be a sorely missed opportunity, and have significant negative impacts on the West L.A. region and regional traffic congestion for decades to come. An on-campus UCLA Station also presents the opportunity to connect the Sepulveda Transit Corridor Project to the Metro Purple Line Subway Station Extension, which will have a Westwood/UCLA Station located at Wilshire & Westwood Boulevards. Additionally, without a oneseat ride to the Valley, ridership would be significantly hindered, thereby negatively impacting Metro's farebox recovery needs. To provide this essential connectivity between transit lines in the San Fernando Valley and the City, to provide the critical "first mile, last mile" link between the Wilshire Purple Line Subway and the UCLA campus, and to build a robust transportation system that will serve transit riders for many decades to come, we also urge the Metro Board to ensure that the Sepulveda Transit Corridor Project also connect directly from the oncampus UCLA Station to the Westwood/UCLA Purple Line Subway Station at Wilshire Boulevard, to connect these two major north-south and east-west transit corridors. By 2042, Metro is projecting 122,000 to 137,000 people will take the Valley-to-Westside line daily on weekdays (again, that estimate fluctuates based on the option the agency's directors end up choosing). The highest ridership is projected for the third subway option, which would run on an elevated track through the Valley before going underground through the Sepulveda Pass. That option is also projected to attract the most new transit trips and low-income riders of the four alternatives. A planned station on UCLA's campus is expected to serve up to 18,000 riders per day, Carter told reporters Tuesday, which would make it "the busiest non-transfer station in the entire Metro system." WRAC Motion: https://westsidecouncils.com/motion/support-for-station-atthe-ucla-campus-for-metros-sepulveda-pass-corridor-project/
Advanced Transit Association	Franktown	80116	No	12/12/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you, Peter Muller
	Tarzana	91356	No	12/12/2021	I think the strictly heavy rail option is the best to avoid unnecessary stops, give privacy to residents since their homes would not be visible for those riding the train and over all extend the underground subway that LA needs. I dislike that the heavy rail option does not offer a stop at Getty center.
	Los Angeles	90034	No	12/12/2021	My preference is for alternative 5, followed by alternative 4, followed by alternative 6. Do not build a monorail. Options 1-3 must be thrown out. Having a monorail on this route would set public transit back decades. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA.
	CHINO	91710	No	12/13/2021	Please eliminate options #1, #2 & #3 now and save all the money wasting time studying monorails. They belong at Disneyland, not a high capacity transit line. We don't need to introduce yet another type of equipment for Metro to maintain. Option #4 is best- serves UCLA proper and connects to Expo Line at Sepulveda/Expo- which is the proper point for then continuing this line down either Sepulveda or 405 shoulder to LAX. Option #5 is next best, but too much tunneling north of Ventura Blvd., its pretty much the same as option #4 except for the extra tunneling. Or how about an option # 4.5 ? Tunnel to the Orange Line if you have to and then elevated from there. Option #6 is not good. Bundy is not the best point to connect to Expo Line and why tunnel under Van Nuys when the Light Rail ESFV line is there? That is wasteful and it time of budgets, you simply can't do that.
	West Hollywood	90046	No	12/13/2021	I am in support of having a train from the San Fernando valley to the Westside and eventually connecting to the Expo train line! The more accessible public transport we have, the better. It will ultimately help us get away from a dependance on cars and help these communities be able to get to where they need to go

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	Rancho Palos Verdes	90275	No	12/13/2021	I have several questions that I would like to be answered by the environmental review. These questions are posed simply for me to understand the differences in performance between the 6 alternatives. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How much total fuel will be saved by drivers due to the increased speed on the 405? How does this difference in fuel consumption translate in total fuel cost savings for drivers? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does this difference in fuel consumption translate to total costs for drivers? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? Please let me know if you need any clarifications. Thank you,
			No	12/13/2021	Hello I would personally prefer option 4 but option 5 and 6 are also fine for me. But option 4 is great because it allows the valley segment of the line to go faster so it can be above ground so you don't need the tunnel anywhere and please please please please please no monorail please. It can't be scaled and it has just such a bad reputation everywhere, driverless heavy rail would be so much more ideal for this line. Since there is such a high potential ridership, it's critical that we choose the option with short headways and high capacity and monorails just doesn't cut it. Please don't do monorail and out of the last 3 please do 4 but 5 and 6 are ok too but I think it would be better if we did number 4 because it probably could be finished faster since the valley segment is above ground. Thank you for doing this project and have a nice day.
	Van Nuys	91406	No	12/14/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		91403	No	12/14/2021	Please choose alternate 6 that goes underground the whole way to the connection on Van Nuys Blvd. It's the ONLY thing that's fair. Don't displace even more residents with institutionally devastating eminent domain in Sherman Oaks. We deserve to be treated with respect and that means underground the entire way just like other subway projects in Los Angeles.
	Long Beach	90802	No	12/14/2021	Heavy rail service as close to UCLA as possible
	Sherman Oaks	91423	No	12/14/2021	I prefer option 6. There's no reason this project should be above ground.
	Van nuys	91405	No	12/14/2021	This transit is absolutely needed. Not only do I believe this would help with traffic,it would also allow for people without cars to seek jobs on the "other side of the hill."
	Tarzana	91356	No	12/14/2021	I disagree with a new monorail-type train that is incompatible with existing rail. Metro should consider an above-ground light rail line, using the same interchangable cars and track as the existing expo, gold, blue and green lines. Alternatively, I would vote for the heavy rail options since they would directly connect to the purple line extension and hopefully be compatible with the existing subway lines. Digging under the Sepulveda pass, twice as high and longer than Cahuenga pass, will almost certainly be expensive and lawsuit-ridden, while an above-ground light rail could potentially have a stop near Skirball which might be popular with the Mulholland residents who may otherwise be against the long tunnel. As a regular metro rider, I can attest that underground rail also becomes a defacto home for homeless, making it less safe and less popular for regular commuters. In short, metro should look at a light-rail option. Of the heavy rail existing options, I would vote for whatever is cheapest and most efficient.

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	Los Angeles	90015	No	12/14/2021	(I work in the industry and have worked on Metro projects in the past. I do not work for the Bechtel-led team and have no financial interest in a heavy rail-based system winning.) This is a crucial project to the Los Angeles area and Metro should do whatever is possible to fast-track the design development and construction; the current timeline is far too slow. In order to do so, the BYD Monorail solution should be discarded and all efforts should be allocated to carrying the heavy rail solutions forward. The Monorail "solution" is an absolute farce for a substantial number of reasons, including: -A Monorail has never been proven to be able to carry the number of passengers envisioned for this corridor -BYD has never built a fully operational and successful Monorail project -The Monorail is too slow (the speeds discussed in the alternatives will never happen due to constant acceleration and deceleration) -The Monorail vehicles will require more regular maintenance due to the steep grades and curves -The system will be prone to weather delays (loss of grip over the grade when raining and reduced speed when windy) -The Monorail alternatives do not include a direct connection to UCLA -Transit stations in highway medians have been proven over and over to not work -Monorail crossovers are not nearly as simple to place and likely require substantial maintenance due to the weight of the guiderail -The above grade construction will result in many years of construction interference with the 405 -The system would be at risk during fires through the pass, which will only increase in frequency -The system will cross environmentally sensitive and hard to reach mountain areas (think of the access roads that would have to be built into the wilderness!) -The system will consume more power having to move the vehicles up a steeper incline, in addition to requiring more vehicles to carry the same number of passengers -It is not interoperable in ANY WAY with the rest of the Metro system!!!!! -Will require significant expense by Metro to build a completely new set of operational guidelines and design criteria -Will require significant time and expense to get an entirely new transit system type approved by the FRA and CPUC -Fire department guideway and vehicle access will be extremely difficult -None of the renderings show an emergency egress walkway between the guideways, which is a requirement by the FRA, CPUC, Metro design criteria, and the fire department (equals a heavier guideway, which means more concrete, which means an even uglier aesthetic and more cost) -Aerial guideway through earthquake-prone areas will require a substantial number of expansion joints, which require regular maintenance and create real issues for cable and conduit routing -No US-based factory is currently built and tooled to produce the vehicles (unlike multiple locations for heavy rail vehicles) -A Monorail will not be able to get close to LAX (once the project is extended) due to the FAA flight envelopes -There are very few companies worldwide that can design and build a monorail system, while there are many that can build a heavy rail project, which means significantly more competition during the bid process (lower costs and more emphasis on finding innovative solutions to differentiate one bid from another) -Due to the above, the alternative completely fails to meet the goals set by Metro for the project under "Improve Mobility", "Protect Environmental Resources and Support a Sustainable Transportation System", and "Enhance Resiliency" Yes, the heavy rail solution will be more expensive. Yes, tunneling through the pass and building access shafts will be difficult. Yes, it's not as "sexy". But this is arguably the most important transit project that Los Angeles will ever have and it is imperative that we get it right - this is a once-in-a-lifetime opportunity to shift the transportation dynamic of the westside and SFV. Metro has a history of cheaping out and going for the easier solution, reducing the effectiveness of the project. See the Blue Line not being extended through downtown when initially built (requiring the massively expensive Regional Connector Project). See the Expo line being built at-grade for significant portions of the project, interfering with vehicle traffic and crippling the effectiveness of what could have been a game-changing project. See the Green Line not being extended through Norwalk to Metrolink/Amtrak (yes, that was community opposition, but Metro should have pushed harder or saved for a below-grade solution). Please just do this right. Pick the logical and much lower risk solution. Save up for it and don't cut corners. It's time for Metro to be bold.
	Pacific Palisades	90272	No	12/14/2021	Considering this corridor links the two of the largest congested highway intersections in the world (101/405, 10/405) we desperately need alternatives to alleviate traffic congestion quickly. The project should weigh both the environmental concerns of the project against the broader climate concerns and equity concerns for taxpayers who rely on this route to run their small businesses and get to work. In an absence of costs, I would prefer an underground option as the reporting I have seen says underground tunnels are safer in our shaky neighborhood and would reduce noise/light pollution. I suggest the stakeholders focus on data, not politics to get this project done expeditiously for all tax payers.
	Los Angeles	90049	No	12/14/2021	Let's get it done. It is long overdue and more important than adding lanes to a freeway.
	SANTA MONICA	90405	No	12/14/2021	This should have been done decades ago. Hopefully this project can be ready for when the Wilshire subway is completed before the olympics. Widening the 405 was a waste of time and money - the valley needs rail to the subway and then to LAX ASAP.
	Santa Monica	90405	No	12/14/2021	In my opinion of living in this area for 54 years is that no one is getting out of their cars. Trains and transit don't take you anywhere. LA is way too spread out. Why not consider a double decker freeway? Again, no one is going to ride trains in LA. This is a waste of money.
	Los Angeles	90049	No	12/14/2021	I am currently a resident of the Brentwood Glen community. My home is located less than two blocks away from the 405 freeway near the intersection of Montana and Sepulveda. If the 405 freeway is expanded, my family would lose our home which we just recently remodeled. Even if we are compensated for our home, we would not be able to live anywhere else in the area because homes are much more expensive than what our house is worth. I am fully supportive of modifying the existing lanes but please do not expand the freeway and take my home! That would be devastating for my wife, newborn and me.
	Los Angeles	90039	No	12/14/2021	I believe this project is the most important rail project LA will build over the next half-century. As such I am supportive of the heavy-rail alternative as it will provide faster, more reliable, and more accessible service. I am least supportive of the monorail option which does not provide sufficient service in the areas where it is needed most to be sufficiently impactful.
		90029	No	12/14/2021	What I suggest is HEAVY RAIL, with stations actually at UCLA (not with a bus transfer required) and Ventura Blvd (not at the 101 Freeway). I get frustrated with using light rail lines (specifically the A and E lines) because if they were faster and had higher capacity, I would actually use them instead of opting for Uber and Lyft. L.A. is so spread out and decentralized that if you actually want people to use transit, they have to be able to get to their long-distance destinations (think Western SFV to Hollywood; or Northeast LA to Ladera Heights) quickly and conveniently. Light rail and monorail is a mistake.

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		91402	No	12/14/2021	What I like are alternatives 4, 5, and 6. What I do not want is a monorail system for the project. It is inefficient, over budget, and will NOT meet demand. This is all based on METRO's own project plans. Heavy rail using subway is the only way to go.
	Los Angeles	90004	No	12/14/2021	I like the underground alternative. I have been riding Metro for about 10 years and overall I have found underground stations much more usable than mid-freeway built stations. Mid-freeway stations are hard to get to, loud, and full of car exhaust fumes. As recent issues with the Gold Line have shown it also is at risk to automobile crashes. I hope that Metro is not short-sighted in choosing an option that while cheaper, mostly appeals to non-users of the system because it is farther from usable destinations. I suggest Metro chooses the underground option that will provide a better and healthier riding experience in what will surely become one of Metro's most used lines.
	North hollywood	91601	No	12/14/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Santa Monica	90404	No	12/14/2021	What I suggest is a heavy rail line that has a dedicated stop at UCLA and links up with the E line in Santa Monica.
	Los Angeles	90017	No	12/14/2021	I have spent quite a bit of time thinking about these alternatives since they were released and trying to think about how they might fit into the areas they are proposed to go through. Upon thinking through these, I have to say that alternative 6 is the option that I think is the best for LA today and into the future. For one, I am against the idea of having a monorail. Heavy rail is the key to success for this project and if you want to sustain ridership. We want the capacity that heavy rail provides, and it makes more sense to continue using we already know and trust in Los Angeles. As long as it makes sense for the further extension eventually to LAX, I prefer the southern terminus at Expo/Bundy for two reasons. For one, I think the density of that area is better suited for the junction of two rail lines than Expo/Sepulveda. As well, with the station of Expo/Bundy at grade instead of above ground like at Sepulveda, it will be a much easier transfer for riders. I also believe that UCLA needs transit service on campus. With a huge number of students living car-free already, it would be a disservice to them to bypass campus so narrowly. Lastly, across Sepulveda pass, I think it makes more sense to have the alignment go up Van Nuys instead of Sepulveda. I think that direct route makes more sense for users and for connections across the entire metro network. As someone who lives in Los Angeles car free, I am so excited about these proposed alternatives. I truly think that this project could be an absolute game changer for mobility across the region. It is hard at times to build your way into ridership, but I feel that this provides such needed access, especially for those without access to a car who live in the Valley and need to make connections to the West Side. Thank you.
	Culver City	90230	No	12/14/2021	I would suggest that the project needs to connect to Westwood to serve UCLA's commuting students who are often the most diverse and stressed by part time work and long drives. A train ride would give them part of their college opportunity back to them. I would also suggest connection to LAX as a priority.
	Santa Monica	90403	No	12/14/2021	I vote for Option 2 Monorail all the way and definite stop @ Getty center and people mover @ UCLA
	Palmdale	93550	No	12/14/2021	Whats the contingency for detraining riders that are wheelchair bound where the train breaks down between stations?
	Pacific Palisades	90272	No	12/14/2021	We absolutely need a rail line connecting the Westside and the valley. For a project of such importance we shouldn't be cutting costs and should build the system with the most possible capacity. I think the correct system to go with is the heavy rail line, much like what NYC uses.
	Lakewood	90713	No	12/14/2021	I prefer the completely underground heavy rail option.
	Sherman Oaks	91403	No	12/14/2021	Please keep all the subway underground through the valley.
	Mar Vista	90066	No	12/14/2021	Please do it right the first time. - make sure the line extends to LAX termé. - monorails are nice but a better smarter solve would be integration into the current light rail system. If LR cannot take the passes steep grade then a transition point needs identification. - make sure the system over the pass is speedy. - construction will cause major 405 delays. Please find a fast and smart way to do off site fabrication with onsite installation only.
			No	12/14/2021	Hello I read an article in the L.A. Sentinel newspaper regarding your request for feedback on the mega project to connect the San Fernando Valley to the westside and eventually LAX. I thiink is wonderful, so here is my feedback. From the choices given, I vote for the project that will offer a more "easier and accessible" way for people suffering with a disability or with some type of moving impairment, to be able to maneuver the access/transfer/connecting to other metro lines or other form of transportation. Please make it easier for those unfortunate folks who need more help moving around. By the way, I think Metro is doing wonderful work in trying to build more and more connections. I personally benefit from the use of the E-line often, and I am excited about the new upcoming Connection to LAX line. Thank you so much!
	Santa Monica	90403	No	12/15/2021	Connectivity made simple should be the most important consideration to achieve the highest ridership. Alternative 6 does this best.
		90293	No	12/15/2021	Not a fan of any alternative that impacts travel on the 405 during the construction period. Also don't think it makes sense to run less proven monorail technology when heavy rail is a tried and true method. Of the alternatives, alternative 6 is ideal in that it's fully underground. I imagine this is also the costliest, but leads to what I believe the least impactful route (no impact to sightlines, 405 traffic, neighborhoods, etc) and takes you to what I believe to be a critical destination, the Expo Bundy line area. I would NOT support Alternative 1-3 at all because of the impact it will have on the freeway, the fact it's using monorail technology and the fact it has strange integrations to get to UCLA (with the APM or bus transfer process).

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	Santa Monica	90405	No	12/15/2021	I love Alternative 6!
	La Mirada	90638	No	12/15/2021	I think it is very important that the Sepulveda Transit Corridor have frequent service and be well-connected to other modes of transit. For this reason, I would strongly recommend alternative 4, 5 or 6. My neighborhood is served by one Norwalk Transit bus every 45 minutes, and connecting to the Metro Green/C line, Metro buses and OCTA is very inconvenient. Given how much higher the demand on the Sepulveda line is, I would be disappointed to see it suffer from the same issues of low frequency and connectivity that makes the transit near me difficult to use. These needs are best fulfilled by the heavy rail designs.
	Van Nuys	91406	No	12/15/2021	Alternative 2 is my favorite for many reasons. Psychologically, this route should be above ground. It should show vehicles how efficient the train is as it zips past traffic. It will encourage adoption. This particular transit corridor is also beautiful. Passengers will enjoy beautiful scenic views all the way from LAX to the valley. Those mountains are amazing, let's enjoy them. An automated people mover belongs at the UCLA campus. It is what young international students deserve and expect in terms of their own transportation needs. Alternative 2 feels the most suited for this particular route, city, etc.
	Los Angeles	90046	No	12/15/2021	What I suggest is a heavy rail option with a stop at the UCLA campus and a tunnel through the Sepulveda Pass to minimize the transit time. Riders to UCLA should not have to transfer to a shuttle to get to the campus.
	Santa Monica	90405	No	12/15/2021	Please have an express lane which is the failing of the other lines
	Los Angeles	90025	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Encino	91316	No	12/15/2021	Please don't build the monorail. It's dumb and useless. We need a heavy rail subway with a direct connection to UCLA. Thank you!
		90019	No	12/15/2021	Do it! Would be a great addition, and an exceptionally better alternative to more freeway lanes.
	Encino	91316	No	12/15/2021	I live in Encino and teach at the Santa Monica College CMD campus next to the Expo line Bergamont station. I would love to have a rail option through the Sepulveda pass that would connect with the Expo line, perhaps at Bundy or Sepulveda and Olympic. There should be parking or ideally it would be good to be able to take the Orange line to Sepulveda station to transfer to the new Sepulveda pass line to transfer to the Expo line. A lot of us who work in Santa Monica cannot afford to live there, so there would be substantial demand for this loop. Currently, to take public transport from the Valley to Santa Monica, you either need to take the Sepulveda bus stuck in traffic and detouring through Westwood or take the Orange to the Red to 7th/metro to transfer to the Expo line. Both those options take as long as being stuck in traffic on the 405.
	Los Angeles	90019	No	12/15/2021	What I suggest is the heavy rail option, not the monorail. We need the maximum throughput
	LOS ANGELES	90077	No	12/15/2021	This is a horrible idea, extremely costly with far better and cost effective alternatives.
	Santa Monica	90404	No	12/15/2021	I could see this as a great way to get from Westside to the valley. As long as a plant and animal study could be done to help minimize displacement of wildlife and keep as much of plants in place. Such as a subway could help tremendously by minimizing the disturbance of the mountainside and help keep the travel time to a low. The Santa Monica stop/location(s) could be wonderful due to the already decent transportation options in the area and bringing in business to that area.
	Burbank	91506	No	12/15/2021	I strongly encourage mass transit to be built along the Sepulveda pass, to the maximum extent possible. Rail projects are scalable and forward thinking, and orders of magnitude better for the overall health of a city. Better public transit leads to increased social mobility, and reduces harmful pollution. The current method of retroactively adding more roads is a recipe for disaster for the city and for the planet. History shows us that more roads just means more cars, and not better transit. I thoroughly encourage this project to move forward to the maximum extent possible.
		90010	No	12/15/2021	Every single time we cheap out on infrastructure projects, we are always later devastated. Please do not cheap out. Please do not build a monorail. Please.
	Los Angeles	90042	No	12/15/2021	No monorail. I get the point of trying to save OPEX, but you know good and damn well 1) the numbers are at risk to be much higher, 2) the system simply won't function as well as something you already know the daily ins-and-outs of, 3) its already risky going with any P3, who's #1 priority is profitability, not ridership. Also, the impact to traffic on the 405 for months/years. By going with monorail you are outright alienating UCLA students, faculty, and staff, adding complexity to their lives which will result in lower numbers than you intend. Do not sacrifice simplicity and reliability and experience for theoretical cost savings that won't even manifest. No monorail. Feel free to email me directly back if I'm missing something.
			No	12/15/2021	Hi there, I am very excited to have public transportation from the valley to the west side. I wanted to add my opposition though to Alternative 4 that has an aerial rail along Sepulveda Blvd. My house I just off Sepulveda and I know how disruptive it will be for the community here. It’s not fair to do underground on the west side and above ground in the valley. I am in strong support of the other options! Thank you
	Los Angeles	90069	No	12/15/2021	Heavy rail, not a monorail, is what will serve LA best. Having higher capacity, a stop at UCLA, and most importantly, better integration with the rest of metro rail, is extremely important. All of these important factors are accomplished by heavy rail. Do it right the first time.

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	Sherman Oaks	91403	No	12/15/2021	What I wish is that the persons insisting on a stop at UCLA expect Taxpayers to foot the bill for a stop that they will use for a very, very short time. Most persons who attend UCLA are opposed to hearing Conservative voices at lectures and constantly protest against anyone who wants to discuss anything that goes against their Liberal narrative that they developed on such campuses while their minds have not discovered the world at large. On the other hand, Taxpayers who fund such projects are usually Conservative and their views and narrative are always blocked. If students would pay for the extra stops, then I do not see a problem implementing an extra stop. Another concern I have is on the safety. As a victim of crime on the subway system, I worry about the safety of persons, especially with "Defund the Police" policy implemented. Only celebrities, elected officials, and the elite are given special protection, but elderly and working persons are not protected. They have no voice and no resources.
		91042	No	12/15/2021	I'd like to see Alternative 6 implemented if possible. Nice to keep the line underground lessen impacts on residents and remove cross traffic or animal interactions if possible.
		90094	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must disagree with the Monorail proposals. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Furthermore, id like to encourage folks to extend this proposed rail line southward because a significant area in west LA lacks any rail option system. Playa Vista, Westchester, Culver City/Fox Hills, Mar Vista and Marina del Rey all lack access to the metro rail system we have. Please consider adding further stops to these areas in the hopes that the west side of Los Angeles can finally travel north to the Purple Line and other metro lines available in the city. It would reduce congestion on the 405 that's particularly heavy from Venice Beach to Playa Vista. Thank you,
	Culver CIty	90232	No	12/15/2021	I'm begging metro to absolutely build this project and not be dissuaded or bogged down by the usual round of NIMBY protests and sandbagging. This project would be transformational for the LA region and is an essential step toward fighting the numerous huge problems facing the region, including climate change, air quality and pollution, and traffic congestion. I even think it will make a contribution to reducing the huge housing pricing problems in LA, by making it more viable for residents to live in the Valley and commute easily to LA.
		91601	No	12/15/2021	What I'd ideally want... Heavy Rail Transit (HRT) below grade from Downtown San Fernando down Van Nuys Blvd, connect with G Line (Orange), beneath Santa Monica Mountains, station at UCLA, connect with D Line (Purple) and E Line (Expo), and terminate at LAX connecting with C Line (Green) and Crenshaw Line. Other stations and exact route TBD. Also, make the G Line (Orange) Light Rail Transit (LRT) that extends at least to Downtown Burbank and Glendale.
	Manhattan Beach	90266	No	12/15/2021	I suggest that Metro not waste any money on the monorail options, which will not be compatible with the other rail in Los Angeles and will repeat the mistakes of the miserable Green Line, which also runs along a freeway and has zero riders. The best investment for now and the future are the underground heavy rail options. Those will be faster, more pleasant for riders, and work better with Metro's existing rail network. Please hire transit experts from other countries with better cost control (Spain, France, Japan, China) to look for strategies to bring the cost under control. For example, use the cut-and-cover method for building train stations. DO NOT WASTE MONEY ON A MONORAIL. Please get the boring machines working and put the Sepulveda line entirely underground (option 6).
	Los Angeles	90026	No	12/15/2021	•There is no station at Sunset Blvd for a connection for #2 bus riders to transfer to corridor to Valley, West LA, and LAX. •Oppose using 405 for Sepulveda Project. Obviously none of the projects managers have ever waited for a train in the hellish atmosphere next to thousands of cars flying by on freeway.
		90403	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90027	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. It's very important that this option have the least environmental impact, least obstructive to wildlife, and integrate with the current train infrastructure. Thank you,
		90232	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	LOS ANGELES	90019	No	12/15/2021	Heavy rail makes more sense. The monorail alignmemt does not go near UCLA which makes zero sense. And a monorail along a freeway as we have seen with the green line, is a really awful user experience.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you, A concerned Metro customer
			No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. I mean have you seen The Simpsons episode? It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Just watch Nanderts video which I'm sure you've been linked to thousands of times by now and you'll probably stop receiving links to this video when you take the monorail off the table, so it's a win win. Link to Nandert's video: https://youtu.be/xJdbCgVkH3w 2021 Update on LA Metro Projects (Part 2 of 3): The Sepulveda Line Second of a three-part series on the latest news regarding LA Metro projects as of May 2021. This video covers the Sepulveda Line. Don't have time for this s... youtu.be Thank you,
		90065	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, I strongly support this project as a whole, however, NO to monorail - it doesnt make sense. If we are going to do this, let's do it right! Monorail is not what Metro needs for this project and it does not align with the broader goals of an integrated system with expanded ridership across the city. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. With such a large population of students (many without cars) at UCLA, it would make the most sense to have a dedicated stop at UCLA North and in Westwood. Thank you,
	West Hollywood	90046	No	12/15/2021	Y'all! We've all seen that Simpsons episode about monorail! Let's do the hard work and put in REAL transit! A 29 min trip time is not cute.
		90066	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	91402	No	12/15/2021	Just please not a monorail. Not only would it be inefficient and a disservice to the people, but you would be putting the project in the hands of a private corporation who could care less about what the people need or have to say. Stop giving into the privatization of public services, no to monorail!
		90026	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Culver City	90232	No	12/15/2021	What I like: I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. What I dislike: the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right.
	Los Angeles	90029	No	12/15/2021	Please choose one of the heavy rail options for the Sepulveda Transit Corridor. Freeway-running transit options provide extremely poor rider experience, with dangerous air quality and noise, and they don't reach key destinations. The HRT options serve UCLA and Westwood much better, and allow it to serve neighborhoods with actual residents, rather than a freeway scar in the valley
		90034	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90068	No	12/15/2021	Dear Metro Board and Sepulveda Corridor Leadership Have we learned nothing from The Simpsons? While I am in strong support of the project as a whole, I whole heartedly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90006	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,

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		91405	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, I have living in Los Angeles all of my life and grew up in the San Fernando Valley. Public Transit was my primary method of transformation for decades and I remember taking the rapid bus down the Sepulveda pass to try to get to UCLA. I know there are others like me in the valley who have to travel to the West Side daily for school and work. The heavy rail option would be the most used and most accessible for people like me who live in the valley and work/study on the west side. I'm excited about the heavy rail option! And I must explicitly disagree with the Monorail proposals. The system needs to be integrated, efficient and simple to use. I love public transit and would love to see growing loyal ridership across the city, but this will only happen if the prohect is integrated with current public transit. Monorail has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90402	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. Monorail does not align with your broader goals of an integrated system, and growing a loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. With ridership down, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90025	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, Thank you for the work you are doing on this!! It is such an important project and it is so critical that it connects to hubs where people live and work and there is existing walkable / transit infrastructure to connect to. The freeways were not designed for pedestrians and subways are most effective when the first / last mile can be pedestrian oriented. While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90028	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90033	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90232	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90010	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90048	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
			No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Long Beach	90813	No	12/15/2021	What I like are heavy rail options over a monorail. We know that pedestrian overpasses and public stairs perform poorly and the monorail stations are not user-friendly. Just look at the Las Vegas monorail, which actually is well-placed in a dense area. Ridership is abysmal. Monorail is not viewed as a valid public transportation choice except in specific cases, and this is not one of them. Your analysis shows that not only would monorail serve fewer customers, but it would also deliver fewer trips and travel time would be up to TEN MINUTES longer. Please select HRT 1, HRT 2, or HRT 3. Monorail is not an appropriate choice for this project.

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		90731	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90403	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
			No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90036	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you
		91325	No	12/15/2021	Public transit station location selection is very important. In particular, I see two priorities: ease of transfers to other public transit (especially rail lines), and destinations that people actually want to go. Alternatives 1 through 3 in particular have undesirable features in regards to those priorities, and I believe they should be eliminated. Alternatives 1 through 3 have many stops right next to the 405 freeway. These are next to noisy roads which are an unpleasant experience when walking to or waiting at the station, and are far from actual businesses or other destinations that people actually want to visit. Try riding the L Line (Gold) out to one of the stops on the 210 freeway sometime and see the problem for yourself. Alternatives 1 through 3 also require walks for transfers to other lines. The connection with the E Line (Expo), for example, requires walking between the 405 and Sepulveda Bl. Requiring a walk adds to the total travel time which makes public transit less desirable. If driving ends up being faster or more pleasant I'll stick to my car. Also, alternatives 1 through 3 have a stop at the Getty Center which, while nice, probably would not have enough ridership to warrant the cost of building a station there, and should not be included in the alternative selection process.
	Los Angeles	90027	No	12/15/2021	I suggest choosing the heavy rail option for the Sepulveda Pass Transit corridor. The monorail will result in poor access for riders and a diminished riding experience, not to mention the construction challenges posed by the monorail option. By metro's own calculations, the monorail will result in the least ridership. Please choose the best option for transit riders—choose heavy rail.
		90005	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
			No	12/15/2021	Ridership on public transit in LA is low even pre pandemic. In November 2019, pre pandemic, ridership plunged 14 percent year-over-year. Why would this rail line be any different? Unless you solve the Last Mile problem, public transit - this rail line - will never work in LA... Because LA is not a "city" - it's just sprawl. Solution: use tech to use existing roads more efficiently. People cannot give up their cars... and walk two miles from the train/bus station to wherever they're going.
		90045	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90066	No	12/15/2021	Heavy Rail is needed for the ease of transfer with Wilshire/Westwood station and for the station directly on the UCLA campus. The monorail bus bridge would get stuck in Westwood Village's heavily trafficked streets and a people mover would require extra transfers from the monorail/D Line subway whereas the heavy rail alternatives for the Sepulveda eliminate this negative impact on the rider experience.
	Los Angeles	90013	No	12/15/2021	I fully oppose the monorail! We need the heavy rail option to move forward instead.
	Los Angeles	90029	No	12/15/2021	The monorail is a bad idea: low ridership, slower travel, bad connections. We need accessible heavy rail.

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		90029	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro must get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90042	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	TRABUCO CANYON	92679	No	12/15/2021	This is an important project, and a monorail is a ridiculous option. Starting with interoperability of cars between rail lines, monorail will not be as good as the heavy rail options. On top of that, the south and north ends of the monorail routes are significantly worse than the heavy rail options. An electric bus or people mover is not a real substitute for rail service, and will only add transfer time and hassle for riders. The third monorail alignment is still junk. Out of heavy rail, alignment 6 is the best. I like that metro is pursuing a project in this area, I wish that they would stop with ridiculous distractions like monorail, and I suggest building alignment 6.
	Los Angeles	90019	No	12/15/2021	Heavy rail that connects to UCLA is the only real option (design 6). A monorail design in the middle of the freeway would be an insult to transit users everywhere. Design 6 it is.
		90068	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you
		91106	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90020	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90034	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		91436	No	12/15/2021	Please build alternative 5! It's the best one for capacity, speed, convenience, expanding the Metro rail network reach (doesn't duplicate service on Van Nuys), and also won't look ugly on Sepulveda. A monorail would be horrific! My vote is for heavy rail, especially alternative 5. Thank you very much!
		90048	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90005	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90006	No	12/15/2021	I do not support any monorail option on the Sepulveda Transit corridor. This project must be heavy rail and must have a stop at UCLA.
	Van Nuys	91405	No	12/15/2021	I like the heavy rail options. I think the monorail is a bad idea. It doesn't maximize capacity or speed. It does not seamlessly integrate with the existing metro. We cannot cut corners or this project will become obsolete the moment it opens. We must get as many people to use public transportation as possible and that means the fastest, highest capacity, easiest to use system possible in order to lure people out of their cars. As a Van Nuys resident, I support heavy rail.

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		90027	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		91607	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90066	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90027	No	12/15/2021	While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor.
		90034	No	12/15/2021	Subject: No monorails Dear Sepulveda Corridor Leadership and Metro Board, The heavy rail alternatives enable (1) better connections to transit-oriented development through underground access, and (2) better integration with other metro lines. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90230	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Long Beach	90802	No	12/15/2021	I am very opposed to the Monorail as its not a real solution and heavy rail is the only real option as it connects to the greater system and to places that make so much more sense with higher utilization.
	Los Angeles	90015	No	12/15/2021	I support Option 6, which is the best heavy rail option and the only one that truly makes sense for this project. NO MONORAIL NO FREEWAY STATIONS BUILD THROUGH POPULATION CENTERS NOT EASY RIGHT OF WAYS
		90034	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90027	No	12/15/2021	Dear Sepulveda Corridor Leadership and Metro Board, It's too important a project to mess up the implementation. Heavy rail is the only option that makes sense. It must directly connect to the job center that is UCLA. Thank you,
	San Fernando	91340	No	12/15/2021	What I like is the subway option for this particular project. I believe it would be able to link existing infrastructure and make it easier to move passengers, while increasing ridership. Disrupting an already busy corridor, like the Sepulveda Pass, I don't believe would be efficient. I suggest Metro move forward with a subway option for this project. Yes the cost may be more initially, but Angelinos deserve to have a better option like the subway.
	Los Angeles		No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90012	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,

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		90403	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90066	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90064	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, As a transit rider who lives off Selpuveda, don't do Monorail! While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Beverly Hills	90212	No	12/16/2021	Please build a rail line to get Valley people to the Westside and UCLA (and vice versa). A monorail connection to the freeway would never be as fast, as healthy or as well used. GET THIS ONE RIGHT, METRO!!
	Los Angeles	90024	No	12/16/2021	I like having a solution that provides corridor up for fastest public transit speeds, capacity, and sets up the corridor for future expansion that will come in subsequent generations. I like a system that uses the existing heavy rail technology so things can be integrated easily in ways we can't anticipate at this time. I like Alternative 5 for several reasons. It expands rail access to Sepulveda by giving more neighborhoods in the valley access to rail connections, (vs. Alternative 6) and routes right through UCLA. I don't want any option that requires yet another mode of transit to major destinations like people movers and buses just to make a major connection. That is exactly what turns me off from public transit (like the regional connector being created to fix the bottleneck of 7th & Metro). Environmentally, the almost all underground option of Alternative 5 disrupts surface transportation and the existing built environment the least. I wish that each of the stations would be developed as local destinations with low/mixed income housing, shopping, medical, and cultural benefits from the beginning. I wish the stations also had automated bike parking systems like: https://www.designboom.com/technology/giken-automatic-underground-bike-parking-system/
	Los Angeles	90026	No	12/16/2021	Please do not consider a monorail. They are notoriously expensive, inefficient, unreliable, novelty forms of transit and -most importantly- this one would not integrate with the rest of LA's public transit system. Please implement rail here instead that would connect with the rest of the Metro rail system.
		91601	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. Developing public transit for the Sepulveda Corridor is crucial for both the improving quality of life and addressing climate change. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90025	No	12/16/2021	We need more accessible and affordable public transportation in our city!
		90232	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90064	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		91103	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,

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		90064	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	North Hollywood	91601	No	12/16/2021	I would like for an actual subway to be constructed. Not a monorail.
		92054	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90035	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90029	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90026	No	12/16/2021	I am a Los Angeles resident, writing in strong favor of the Heavy Rail design options for the Sepulveda Pass, and in strong opposition to the Monorail options. Simpsons jokes aside, there are some serious reasons why the monorail designs (ideas #1-3) are not a good idea for our city. The LA Times wrote a great article against it: https://www.latimes.com/opinion/story/2021-02-21/metro-sepulveda-pass-monorail Many others including Streets for All, The Daily Bruin, Streetsblog LA, and Nick Andert more eloquently give the details as to why the monorail ideas should not be permitted, in favor of the heavy rail option. The bullet points with what's wrong: Poor access - far and arduous walk up to stations, many of which will be in the middle of freeways Poor rider experience - added noise, pollution, and longer travel times System incompatibility - monorail trains could never integrate into existing rail lines No integrated stop at UCLA - illogical connection points and alienation of crucial ridership base (including me!) Construction difficulties - likely delays from CalTrans constraints, who controls the highway right-of-way I will do whatever I need to to support the heavy rail options, and will continue to let it be known there should be NO MONORAIL! Thank you for reading
		90012	No	12/16/2021	Please don't do a mono rail. Actually sustainable infrastructe like light or heavy rail is preferred. Also good last mile options
		90046	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90026	No	12/16/2021	The heavy rail option for the entirety of the line is absolutely the superior option for this entire project. Especially in terms of accessibility, flexibility, capacity, and cost, it's a rather silly idea to build up a monorail line. We need effective, actually useful transit in LA not just flashy systems like a monorail. I hope that all decision makers realize that this is a system that we'll have in place for far beyond our lifetimes. LA must prepare to invest in the future, so please build the best option and do not entertain the idea of a useless, expensive, low-capacity, inflexible monorail
	Studio City	91604	No	12/16/2021	My priorities for the line include: it is fast (taking ~15 minutes because I would need to transfer to get many places), it has direct service to UCLA and the expo line, and the valley side some stations have parking so we can park and ride into more dense areas. I have heavy preference for light or heavy rail but it does not matter at all to me if it is above ground in sections as long as it is not at street level. Pedestrians should still be able to walk under it and it should not divide a city. Also as far as a stop at the Getty goes, it would be nice and make the Getty much more accessible but also if it significantly drives up cost or trip time, quite frankly no one wants to go to the Getty THAT badly. This project would do me a lot of good and get me out of my car and out of traffic. I absolutely love riding with Metro and take it whenever I get the opportunity. Living in the valley, a park and ride option like at the universal metro, is so good as getting around to the station adds up trip time. However, we don't need these huge surface lots, CA land is valuable and that's a lot of concrete so build up or down. That's what I would like to see. Thank you!

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		91367	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	PACIFIC PALISADES	90272	No	12/16/2021	Greatly in favor! Especially with the eventual connection to LAX. Connection with Expo Line is also important to me.
		90066	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		94602	No	12/16/2021	I suggest that the preferred alignments that support the highest quality streetscape and development opportunities be the preferred alternatives. This to me appears to be 4,5,6,and 1. These have the fewest in-highway stations which are not conducive to walkability or adjacent land use that encourages ridership and connections to other transit options. While the Getty Station is nice, I think this area can still be served by bus connections through the pass - perhaps as a separate and supplemental project. The key is rapid transit through the corridor to reduce travel times. I also like the alternatives that directly connect with the purple and expo lines - this again is critical to support quality and unified transit experiences and make the regional system coherent and useful. Third, I strongly encourage that the alternatives that support the maximum throughput capacity of this major corridor. These options should be the preferred alternatives which would imply heavy rail. Hamstringing future capacity through a reduced throughput by smaller trainset capacities or lower frequency will be a long term detriment to providing as much passengers per dollar spent on this critical connection. Providing maximum capacity helps to future proof the project and maximizes our investment.
	Los Angeles	91406	No	12/16/2021	As I previously submitted to Metro, the potential operational sound impacts to surrounding neighborhoods need to be considered when evaluating alternatives, especially raised rail. Raised rail not only has an operational sound impact far greater than at-grade or below-ground routes (especially when adjacent to the 405 freeway with a neighborhood in between), but also very clear Planning and Community impacts that should be analyzed in full as part of the Noise and Land Use analysis in the EIR.
		90025	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I believe building the Monorail proposals is a poor choice based on your own analyses and past failed attempts to implement monorail. Heavy rail better aligns with your broader goals of an integrated system and growing loyal ridership across the city. The Monorail has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Including an integrated stop on the UCLA campus is essential and the Monorail options have long or tedious connections. I strongly support the heavy rail alternatives (options 4, 5, and 6) that provide the most stops, easiest access, and shortest travel times across the corridor. I think all of these options are great but option 6 provides the best alignment with the East San Fernando Vally line and is my preference. Thank you,
		90025	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
			No	12/16/2021	To the Team at Metro, I am a 16-year Los Angeles resident living in West Central LA, near the future Fairfax D (Purple) Line station. I anticipate using the Sepulveda Corridor project frequently to get to UCLA, to Santa Monica via the Expo, to Sherman Oaks/Van Nuys, and eventually to LAX. Please find my scoping comments below: In light of recent scandals, transparency is critical to public trust in this project. The EIR should include conflict-of-interest disclosures from the Metro Board and Staff, County Board of Supervisors, and any officials who can affect the outcome. An on-campus station at UCLA is a must. Transferring to an additional mode to get to the campus and hospital puts an unacceptable burden on transit riders. Alternatives 1 & 2 should be eliminated. The EIR study should heavily favor alternatives with:The shortest possible travel times. Stress-free, accessible transfers to other transit lines. Station locations conducive to transit-oriented development and car-free living. The highest possible ridership capacity. The ability to integrate with other Long Range Plan projects. The EIR study should give a low score to alternatives with: Stations on or adjacent to freeways. Stations requiring long transfers. Excessively circuitous routes and/or low-ridership stations. It is more important to get this critical infrastructure right than to get it built quickly. The EIR should underweight each alternative's cost and time of construction compared to other factors. Thank you for your hard work, and good luck.
	Lawndale	90260	No	12/16/2021	I personally like alternatives 4, 5, and 6. These are the heavy rail alternatives. As someone who has used the C Line, building public transportation near freeways is not ideal, and to my knowledge the monorail alternatives will go along the 405 freeway for most of its path. Putting many stations very close to freeways, in my opinion, will reduce the amount of ridership (and ridership is the goal here). Transit centers, commercial and high/medium residential areas, rather than right next to freeways when possible. The 405 freeway from the San Fernando Valley to LA is a major bottleneck, and so heavy rail (with higher speeds and capacity) would be better suited. The monorail option would involve construction on the 405, which does not sound like an ideal situation compared to the heavy rail alternatives. Monorails have not had a

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					good reputation as public transportation. Even with a higher price tag, LA has the money, being the 2nd largest city in the US. Bigger capacity, better speeds, better expansion options, reliability and better station placements would come from alternatives 4/5/6 for heavy rail, in my opinion. Thank you for your time.
		90291	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. The city absolutely must commit to providing transit to UCLA. A shuttle or bus route does not cut it. Thank you
		90016	No	12/16/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90018	No	12/17/2021	Ensuring success with this project is highly important humankind aims for a greener, cleaner, and brighter future. This means that the choices we make in integrating this project with other public transit channels, mitigating any possible barriers for riders in choosing public transit, and creating an enjoyable riding experience will greatly determine the outcomes. With the current discussion on choosing a Monorail vs. Heavy Rail, I truly hope that we go with the latter, the Heavy Rail, as that's the only option that truly makes sense to make this project work.
	Santa Monica	90403	No	12/17/2021	Option 6 with an on-campus stop is the what I would like to see. The monorail is an inferior project to a subway; the latter would offer superior service and leave open the option for future extensions North or South when funds are available.
		7059	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90035	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, We are concerned L.A. residents and taxpayers and voters. While we are in strong support of the project as a whole, we very strongly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. We strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Sincerely,
		90032	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90006	No	12/17/2021	I strongly support heavy rail, and oppose monorail for this project. It's crucial that this project be able to support more long term capacity with minimum or feasible updates, and the heavy rail proposal does that. The monorail stations will not be located close enough to riders, and will not be able to share rolling stock with other lines.
		90404	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Santa Monica	90404	No	12/17/2021	As regular rider of both the metro bus and expo line, I am excited at the prospect of more transit options on the west side. We should avoid the monorail options because they will be slower and serve fewer riders. This sort of line will last for decades, so it's important to be ambitious and ensure that it's a faster alternative to driving.
		91352	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Sun Valley	91352	No	12/17/2021	The proposed 'Monorail' project idea is not going to work. There have been articles that have been critical of the proposed 'Monorail'.

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		90034	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90292	No	12/17/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Sherman Oaks	91423	No	12/17/2021	I support heavy rail and I support that the stations are immediately near dense areas. I rely on bus and my bicycle to commute. When this project gets built I will be using it as my primary mode of commuting to work. Every time Los Angeles has built some major infrastructure involving the Sepulveda Pass, it promised the infrastructure will be enough to handle demand. When the 405 was first built, it was immediately congested. When we expanded it many times, it became immediately congested. The last widening resulted in a slower 405. Please do not short sell me by going the cheap route and do the monorail - we need heavy rail. Do not gamble on my quality of life. Furthermore, the stops need to be easy access from the road- the proposal to have stops far from the street are not acceptable and will not entice drivers out of their cars. Please do the right thing for me and the next generation and make this an opportunity to truly transform Los Angeles- do not think small here. Please.
	Los Angeles	90077	No	12/17/2021	NO RAIL! (period)
	Studio City	91604	No	12/17/2021	I like Alternative 2 the best: Alternative 2: Automated monorail with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA. Automated and aerial seem to me to be the most attractive choices.
	Chatsworth	91311	No	12/17/2021	I am delighted to see these plans move forward. I also hope for the following: room made for cyclists along and toward these lines; abundant parking for bikes, motorcycles and cars; a feeling of safety at all points; being easy to keep clean; shelter for those waiting; and accommodations for elderly and differently abled. Yesterday I needed to take a bus but it was raining.
	Studio City	91604	No	12/17/2021	I'm very happy to see this project going forward. I would very much like it if the solution focused primarily on swift construction and budget - this has been neglected for far too long and needs to be completed as quickly as possible. I am very concerned that the project cuts through extremely wealthy neighborhoods, and will get bogged down in a lot of legal nonsense from rich people with asinine reasons for opposing it, or who want to force their personal aesthetic and social concerns in ways that add unreasonable amounts of money to the budget or drags out the time line. Focus on the people who need to ride the trains, not the people who don't want too be inconvenienced by public projects in their pretty neighborhoods.
		91505	No	12/17/2021	Although I live in Burbank now, I lived in Westwood Village from 2013-2018 and relied solely on public transit and Lyft. Alternatives 1-3 seem best because I think it's important to include a stop at the Getty Center both for visitors to the museum (and maybe the Skirball) and for anyone who might work nearby and who could take rail farther until they needed to transfer to a bus. I used to take the 734 bus sometimes from UCLA to the North Valley and I think a stop in this area is needed. Alternative 3 seems the best to me based solely on convenience for passengers. I like that it includes a stop at the Getty and also has direct stops at the UCLA campus instead of having to hop off and wait to take something else. I'm not sure what makes the most sense environmentally though and I'm sure that building the line underground may be challenging. Thank you!
	Sherman Oaks	91403	No	12/17/2021	Hello I'm excited that this project is moving ahead. I loved the 5 minute video that was produced. The presentation layout on the main page was hard to read because of the graphics. I would have liked a side by side of all of the alternatives. For me, reducing any habitat loss to wildlife is very important as well as best reduction in emissions - convenience of use and largest # of passengers or frequency of arriving trains. Mostly I believe we need a solution sooner than later so any option that will complete the project in less time is what I'd like to see. Thank you!
	Sherwood Forest	91325	No	12/17/2021	I heard no mention of LAX. I have used the Van Nuys flyaway 100's of times in my 76 years living in the valley. How do I get from my house to LAX on these proposed routes. How come it doesn't go ALL the way to the LAX airport????
			No	12/17/2021	Yes, I just read your proposal for the connection between West LA and the San Fernando Valley. I think it's a great idea, the only thing I am really concerned about is yes it does help people get over the valley and the Sepulveda pass but I would like them to seriously look at connecting it to the metro lane that comes into Santa Monica I am 75 years old and it would be a lot easer for me and I imagine a lot of commuters if they could catch the Metro line in Santa Monica and then have a transfer somewhere along the line to the new line you are proposing that goes over the 405 Sepulveda pass, i think its really important and id hate to see a freeway built that takes you over the pass but where else does it take you but UCLA. But there's much more that people come to the Westside for, or go to the valley. I have friends that moved there recently, and for me now it's a long journey and this would be a big relief. I could visit them and see their new baby much more often.

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	Los Angeles	90066	No	12/17/2021	As a born and bred Angeleno and an avid fan of all things rail and public transit, I am very excited about the prospect of the Sepulveda Pass transit corridor project. This is such a crucial and important step in developing a more transit-friendly L.A. Based on the alternatives given, I would like to suggest that Metro reject any monorail options for a number of reasons: 1.) lack of compatibility with existing any of the existing metro rail technology (which would mean lack of clear connectivity with the D Line!); 2.) the fact that it is designed to mostly run along the 405, which IMO makes utilization unappealing; 3.) the absence of a direct connection with UCLA that should be an absolute must in planning any kind of functioning rail line to the Valley. As such, I strongly suggest that Metro consider option 6, which has as its advantage both simplicity of the route, fully underground, with a direct and easy connection to the planned East SFV light rail. However, I would support either 4 or 5 as well, so long as we avoid the boondoggle of a monorail. Thank you again for your consideration of public comment regarding this very exciting and important project!
	Los Angeles	90034	No	12/17/2021	Please do not build a monorail. Having a monorail on this route would set public transit back decades. Listen to the transit advocacy groups and local neighborhood residents like me who URGE you to pursue HRT along alternatives 4, 5, or 6. The Sepulveda Transit Corridor needs to connect to the Purple Line and Expo Line in a convenient way, and it MUST have a stop at UCLA.
	Lake Hughes	93532	No	12/18/2021	As someone who lived in the Valley for 55 years I vote for number 6 and say to turn the Orange line into a subway too plus extend either the red or orange line to the Burbank airport, that is the only plan that makes sense. Thank you.
			No	12/18/2021	Is there a publicly available list of interested parties?
			No	12/18/2021	Please put me on the list for public updates
	Granada Hills	91344	No	12/18/2021	I like Alternative 2 - monorail with people mover near and into UCLA. I am pro-monorail for several reasons: Placement in the middle of the freeway causes the least disruption to homes, businesses, and streets, not only with the temporary, though long-term construction process, but permanent destruction or unrecoverable "temporary" disruption. I believe it is the safest for pedestrians, vehicles, and animals, without the need to cross tracks or to stop traffic to allow trains to cross. In earthquake country, I was surprised to learn that subways are actually pretty safe; however, I have to wonder if subway tunneling could actually trigger earthquakes. There is the nearly double cost of creating as well as extended timeline to complete tunnels for subways. If subways were the superior transit system, the additional cost and time might have been worth it, but I don't see the advantage. Rather, I see many disadvantages to light or heavy rail and subways. To address some of the concerns of the anti-monorail folks, well, I'm not sure I really understand the argument that no one has a destination in the middle of a freeway. How many people have destinations along the subway route underneath Bel Air? Others expressed concern over placement of stations on or near the freeway that required a 1000 foot walk to make a connection to other stations with existing rail or whatever, or no close proximity to destinations along streets with shops and restaurants, etc. These are some valid points, but they are, IMO, problems with solutions, including something similar to the UCLA people mover or the PRT in Silicon Valley. One person pointed out the importance of sufficient parking near stations, which I wholeheartedly agree with, although the same PRTs could possibly be of use for parking lots further away. In reading the Metro blog The Source, I was disappointed in the multitude of comments from the anti-monorailists but noted that many were nonspecific in their objections, used very similar phrases, and several were duplicate postings from similar blog handles. It is apparent, to me, that whoever and whyever is pro-rail/subway is well-organized and has deep pockets. I feel that Los Angeles has missed multiple opportunities for decent transportation as an alternative to cars for these same reasons. I may not still be alive by the time this is finished, but I can only hope we don't blow it again and future generations won't be shaking their heads about our near-future decisions.
		92683	No	12/18/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Westminster	92683	No	12/18/2021	Please do not go for any of the monorail alternatives. While it may be cheaper in the short term compared to heavy rail, it will be a lesser service than what heavy rail can provide. For a corridor that desperately needs fast, high capacity transit, heavy rail is the only option that makes sense. If you want to increase metro ridership as much as possible, as well as take as many cars off the road as possible to help save our environment, we need heavy rail. Of the heavy rail alternatives, I believe 4 is optimal due to the fact that it has an extended aerial section, which will help save money while still providing the best service and route possible. While 5 is fine, cities around the world must stop caving in to NIMBYs when deciding transit plans. Not every single inch of every single heavy rail line needs to be a subway. Alternative 6, while the most direct route, is not the best route for connectivity in my opinion; despite that, it is still better than any of the monorail alternatives.
		91408	No	12/18/2021	None of the alternatives that follow the 405 will have connectivity to the G line. Also, the costs of running the monorail at full capacity is not reflected in its current cost estimate. The current cost estimate for the monorail is for a maximum passenger capacity of 11000 passengers per hour. The platforms at this price will only accommodate monorail car lengths that supports 11000 passengers per hour. If you want to increase beyond 11000, additional platforms will need to be constructed later. The heavy rail options, though more expensive, will have this added capacity built in from day one.
			No	12/18/2021	None of the alternatives that follow the 405 will have connectivity to the G line. Also, the costs of running the monorail at full capacity is not reflected in its current cost estimate. The current cost estimate for the monorail is for a maximum passenger capacity of 11000 passengers per hour. The platforms at this price will only accommodate monorail car lengths that supports 11000 passengers per hour. If you want to increase beyond 11000, additional platforms will need to be constructed later. The heavy rail options, though more expensive, will have this added capacity built in from day one. Thank you,

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	Los Angeles	90020	No	12/18/2021	Dear Sepulveda Corridor Leadership and Metro Board, I am a very big support of all kinds of public transport and this project in particular but the monorail proposal seems really far fetch, not well thought thru and rice with problems. Heavy rail is proven … and the Bechtel plan is solid while your own analyses and past failed attempts to implement monorail speak for themselves. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	LOS ANGELES	90066	No	12/18/2021	I prefer option 6, as I think underground is the way to go. Though it may be more expensive, it will be worth it in the end, as the train will not interfere with traffic at or above street level. Plus I like the option of having the north south juncture being a little further west at the Expo Line intersection.
	Studio City	91604	No	12/19/2021	My strong preference is for speed of getting from the valley to the other side of the mountains. Whichever approach gets met there faster is what I would prefer. On that note, the utility of this project would be greatly enhanced if this speedy public transit was extended south to LAX. I think this should be a high priority, and does not seem to be covered by any of your proposals.
	Los Angeles	90077	No	12/19/2021	Please do not consider allowing the metro-line to run under our homes We experienced significant damage during the 94 Northridge earthquake. I believe tunneling under our homes will further increase the fragility of the underground and will be detrimental to the stability of our homes in the event of another earthquake
	Los Angeles	90042	No	12/19/2021	For this project, I would like Metro to consider this project as the backbone for the next century of sustainable growth on the Westside. As the forefront of sustainability, the analysis should place a monetary value on reductions in regional VMT. To maximize VMT reduction, the analysis should account for the modes competitiveness (against cars), including point-to-point time, ease of connections to other rail and bus lines, and the quality of first-mile/last-mile environment (i.e not on top of freeways). The alternates should be given appropriate credit for direct connections to anchor institutions or locations, and for serving as the anchor for walk-able neighborhoods capable of supporting an abundance of housing . Alternates should be analyzed in the context of potential zoning changes (increased density, no parking minimums, etc) and regional growth patterns.
		90035	No	12/20/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90018	No	12/20/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
		90064	No	12/20/2021	Dear Sepulveda Corridor Leadership & Metro Board, I am in strong support of the project as a whole, I disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement a monorail. (Plus, it's not Disneyland!) It is not what Metro needs for this project as it does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates and the stations will be harder to access. I strongly support the heavy rail alternatives that provide the most stops, easiest access and shortest travel times across the corridor. Thank you,
			No	12/21/2021	RE : I-405 Sepulvada Pass FAST TRACK Project I would like to request the report(s) generated after the "public opinion survey". Both from in-person and submitted Online. If no report was generated, I would like to request all " public opinions" submitted for this project, in-person or online/website. please and thank you
	Long Beach	90815	No	12/21/2021	Option 6 is pretty much perfect. Please choose it! - UCLA is directly serviced - Highest capacity - Not freeway running (which is always hard for people to use) Please watch this video https://www.youtube.com/watch?v=xJdbCgVkH3w
		91304	No	12/21/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Santa Monica	90405	No	12/21/2021	I want to preface by saying that I celebrate this project and it is so desperately needed. Any of the alternatives would be an incredible improvement over the current situation, which is untenable. I am inclined to support the heavy rail alternatives slightly over the monorail ones, mainly due to their increased capacity and lower travel times - these are the things that drive ridership. We have to make taking transit much faster than people's cars, and every minute helps. What I would suggest is an extension of this transit corridor to account for the fact that Phase 4 of the Purple Line Extension has not been funded. Santa Monica and other communities currently have no easily usable transit connectivity to the economic opportunities in LA neighborhoods like Hollywood. The fact that the Purple Line Extension is currently due to stop in Westwood means it will unfortunately do nothing to remedy this situation. The Expo Line, while a welcome improvement over absolutely no transit, is not a viable solution for anything other than Culver City or Mid-City neighborhoods, as it takes over an hour to reach downtown LA, which is not good enough to compete with cars and the freeway. What I suggest is as follows: an extension of the Sepulveda Transit Corridor beyond its southern terminus at Expo/Sepulveda directly below the current E Line to Expo/Bundy (both stations would be transfer points), and then further northwest under Bundy Dr to to Wilshire/Bundy, where it can turn southwest and run under Wilshire Blvd all the way to Wilshire/4th (with a potential additional station stop at Wilshire/14th or elsewhere), and potentially further on to provide an underground connection with the E Line's terminus at Downtown Santa Monica station. This would enable a 1-seat fast heavy rail ride from downtown Santa

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					Monica to the San Fernando Valley, and a 2-seat fast heavy rail ride from downtown Santa Monica to Koreatown and downtown LA, neither of which are possible under any current plans and alternatives. Thank you for your consideration and your important work.
		91604	No	12/21/2021	Please do not go with alternatives 1-3. They are a waste of money and will not serve the amount of people they need to to actually get more people off the road. Alternative 6 is the best one, in my opinion, and I would be very happy if it was selected. But my biggest wish is that you do not under any circumstance go with the monorail and that you never give money to BYD again. The monorail will cause more traffic along the 405 for years to come which is the exact opposite of what we should be going for. There are so many issues with 1-3 that I don't understand how it's being considered other than financial gain from the people working within the city. Please, we get one shot at this. Do it right. We can get more cars off the road, but it has to be with well thought out and designed public transportation and alternatives 1-3 are not that.
	Los Angeles	90034	No	12/21/2021	As a graduate student at UCLA, I am well aware that housing and transportation are huge issues affecting the campus population. So it is with great excitement that I note the plans for a north-south Metro subway with a station on campus at UCLA that connects to housing and other destinations. This project has the potential to revolutionize the options for getting to campus for UCLA students, staff, and faculty. However, any benefits would be nullified by the choice of a freeway-based alignment for the majority of the route, as proposed in Alternatives 1, 2, and 3. Freeway median stations are unpleasant atmospheres full of noise and noxious fumes, tend to be far from housing stock and other destinations, and would preclude any form of transit-oriented development. Choice of such an alignment would squander the opportunity this project has to change the way the Westside and Valley gets around, and reinforce the dominance of the automobile-centric planning that has scarred Los Angeles. I especially advocate against plans which have no UCLA campus station, as a transfer link to campus is a huge unnecessary barrier for people. I endorse Alternatives 4, 5, and 6, and think that 6 holds excellent promise by linking to communities across the 405, providing an alternative to clogged freeway underpasses, as opposed to the relatively low-density Sepulveda Blvd. corridor. To summarize, I strongly support a subway alignment through the Westside (Alternatives 4, 5, and 6), and strongly oppose any alternative that is mostly aligned in the 405 median (Alternatives 1, 2, and 3).
	Los Angeles	90066	No	12/22/2021	Alternative 6 is the best option that achieves the goal of providing an alternative to the 405 while providing the best straightforward option to the people/public. As a researcher for UCLA who works investigating the barriers that undergraduate students face when studying AND working (see reports at the UCLA Labor Center https://www.labor.ucla.edu/wp-content/uploads/2020/06/UNSEEN-COSTS-6.22.2020.pdf), one of the biggest barriers undergraduate students face is commute times given the heavy traffic and lack of public transportation available in Los Angeles. Lack of public transportation affects the housing options that are available to them given that many struggle to afford rent in the Westside AS WELL AS the jobs they are able to take to afford rent/tuition. Lack of public transportation from the Valley to the Westside would positively impact students who commute, many who are first-gen college students as well as students of color. Having public transportation would INCREASE the access the people of Los Angeles have to a public university as well as other public community colleges. It would DECREASE the time undergraduate students spend commuting allowing them to invest more time in their academic and career development. Equally important, investing in the Sepulveda Transit system would help DECREASE carbon emissions and move Los Angeles to be a much greener place. We need less cars, more public transit. As someone who uses the LA Metro to get from the Westside to downtown Los Angeles, I am hopeful that LA Metro will finally choose to connect the Westside to the Valley. I support option A6 and take action to invest funds to increase access to public transportation. Perhaps in the future LA Metro will be able to extend public transit along all of the 405 - replace freeways with public transit railroads or at least combine both.

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	Los Angeles	90020	No	12/22/2021	The monorail options, Alternatives 1-3, cannot be considered realistic options for the Sepulveda Transit Corridor because; - The stations do not allow for easy expansion - It is not cost effective when going underground, which will be necessary at times - They do not connect to the UCLA campus – do not fucking make people connect to ANOTHER form of transit to get the campus, you have got to be fucking kidding me, why even bother building any transit if it doesn't connect directly to the campus? - The stations are adjacent to the 405, reducing the pleasant experience of transit and eliminating a large amount of the user base within a half mile of the stop because now half the user base in that radius is a concrete freeway - The stations adjacent to the 405 are not near areas that need to be accessed by the community, they are away from residences and centers of commerce - The monorail stations have very poor station connections to other transit lines – this will make transferring a pain and will reduce ridership on the monorail - The monorail has a lower capacity, making an expensive project obsolete relatively quickly - Very few companies build monorails in the world, making the project not cost competitive and at risk of serious overruns of time and cost because we have no other manufacturers to turn to - No monorail has been built in such a seismically active and mountainous area, this is not the time to experiment - The contractor proposing the monorail has a terrible history of construction errors with the Crenshaw line, why would we hire them again? - Again, they don't connect to the UCLA campus, and the option that does is an underground monorail – this makes no sense. This pass is one of the most critical pieces of transit infrastructure being considered in the US right now, do NOT cripple the project by building a lower capacity, poorly routed, complicated monorail. Heavy rail with Alternatives 4 or 5 are our best options, they serve important intersections and neighborhoods, it has a good capacity, and is infrastructure that LA Metro already knows how to maintain and operate.
	Los Angeles	90045	No	12/22/2021	Alternatives: It is hard to conceive that a project of this scope and importance is even considering monorail as an alternative. Heavy rail is the most sensible alternative, and the right one. •All three heavy rail alternatives carry more passengers. This is more cost effective, and helps transit riders who will not have to wait as long for the next train when it can carry more passengers than monorail. This allows for a faster ride to their designation to arrive at their work, or appointment, or commitment, or social event faster, and allows for quicker transfers to other transit. •Throughout the world subways have held up remarkably well. When above ground structures were damaged or destroyed, subways in cities were back running within a few days, and this delay was mostly to just inspect the tunnels and tracks. Monorails above ground will be subject to damage and destruction from an earthquake. This was proved in the 1993 Northridge earthquake where the 10 Freeway and Highways 5 and 14 interchange were partially destroyed, but Los Angeles' subway at that time was not damaged. Same for the earthquakes in San Francisco, Mexico City, and New York/Washington D.C. •It is foolish financial policy to bring into the already rolling stock of Los Angeles' existing subways, heavy rail subways, a foreign mode of transportation, monorail. The existing rolling stock can travel on all of the existing heavy rail subway lines in Los Angeles. The trained mechanics for maintenance are uniform for heavy rail which covers the entire Los Angeles County subway network. For monorail a new set of specialists would have to be hired and trained, and this exclusionary group of mechanics would always have to be on hand and if there are absences and there are not enough monorail trained mechanics this could lead to a reduction of service because monorail trains and tracks could not be serviced in a timely manner. This then wastes the money spent on monorail because it would not operate fully functional. •Monorail alternatives go underground. Because of the large sized mono rail the tunneling would have to be larger, costing more, and this also does not make financial sense. • The heavy rail alternative would be ready to adapt and be extended to a seamless connection to other subway lines, such as the being built Red Line extension from Wilshire and Western to the V.A. Hospital, someday creating a one seat ride between the Los Angeles Basin and the San Fernando Valley. This would be impossible if the monorail alternative is chosen. •Is there any place in the world where a monorail would be used for such a major project? In Tokyo where there is some monorail in use, those routes are paralleled with heavy rail lines to supplement the monorail. Los Angeles has a fledging network of heavy rail subways, and the monorail does not fit into the established network. It makes no sense to force monorail into the existing subway network in Los Angeles. It would be a forceful maneuver, and one that would be quite expensive. • The alternative list a "UCLA Gateway Station." Where exactly is that.
Reseda Neighborhood Council	Reseda	91335	Merged Document	12/22/2021	The Reseda Neighborhood Council opposes plans 1-3 for the Sepulveda Transit Corridor. Plans 1-3 call for a monorail to serve this corridor. Monorails would mean introducing a new piece of technology rather than allowing for interchangeable technology that we currently have in light and heavy rail and would exacerbate maintenance issues and replaceability. The company proposing the monorail, BYD, has a history of overpromising and under delivering. Additionally, public transit stations along the 405 makes for a worse experience for the transit user. Stations would be highly polluted by car exhaust, noisy, and inaccessible for pedestrians. Lastly, building along the 405 is financially infeasible and hazardous to life. As experience with the gold line expansion in Pasadena shows, Caltrans now requires additional barriers at increased cost due to the high probability of a car crash directly interfering with highway aligned transit routes. Options 4-6 are all heavy rail and include a direct stop at UCLA. A station directly at UCLA is crucial to the usability and benefit of the residents of the San Fernando Valley.

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		90275	No	12/22/2021	I would like to have all of these questions answered in the environmental impact statement. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? Thank you,
		90732	No	12/22/2021	I would like all of these questions answered on the EIR. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? Thank you,
		90274	No	12/22/2021	I with a group of transit advocates came up with these questions that we would like answered on the EIR. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines?
	Carpinteria	93013	No	12/23/2021	I think this should go passenger rail route. allowing the expansion of Metrolink.
			No	12/23/2021	Where do people park the cars at each terminal?
	Sherman Oaks	91423	No	12/23/2021	I would like any of the heavy rail lines. I oppose monorail.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	PLAYA VISTA	90094	No	12/23/2021	I am writing to support Alternative 4 and Alternative 6. The Sepulveda Transit project an important link in the Metro Rail system and Metro should select heavy rail proposal with proven track record from a contractor with experience building such project. Alternatives 4 and 6 both serve important destinations and offer direct routing to destinations that make sense with easy transfers to D and E lines. The monorail proposals do not serve major destinations with alignment over the 405 freeway. The transfers to D and E lines will require out of station transfer with long walk. And the contractor has no track record of building transit project in the US. The max capacity on the monorail proposal also falls short of the max capacity on the heavy rail proposals.
	Sherman oAKS	91423	No	12/24/2021	We have been waiting for this project to start. What is the fastest construction of this transit corridor? We want to see this done all the way to LAX. If it will just stop to Sta. Monica, this will serve only the westside wherein there are already buses that service that route. We want something that is more useful like accessing LAX.
		95008	No	12/24/2021	Out of the options still being considered, option 3 is the best because the majority of the route is above ground and UCLA gets a direct stop. Do this.
		90274	No	12/24/2021	These are the questions we would like answered by the EIR. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines?
		90274	No	12/24/2021	We would like these questions answered by the EIR. This is a great project that will improve the lives of a lot of people. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? Thank you so much for all your work. I really hope this project goes well.
			No	12/24/2021	Traffic on I-405 freeway via Sepulveda pass originates from Northeast San Fernando Valley working-class communities: Pacoima, Sylmar, Lake View Terrace, Mission Hills, San Fernando; and Santa Clarita Valley. Hence traffic at 405/118 East interchange. Early morning service is needed to combat traffic volumes 4 AM start time or 24-hour service Frequency over capacity. Alternative 6 is the best option Long term extension south to LAX & north to Pacoima (Van Nuys Blvd / San Fernando Road) Also, branch line West to Woodland Hills via Orange Line. Stops at: SOUTH - Santa Monica Airport Redevelopment (airport closure) - Venice Blvd at Centinela Ave - Mar Vista Gardens (HACLA) Redevelopment - Silicon Beach Centinela Ave / Jefferson Blvd - Loyola Marymount University ? - LAX Terminal 3, TB, 4, 5 (Center Way between TB & West Way) - LAX Terminal 1, 2, 6, 7, 8 (Center Way between East Way & Sky Way) - LAX Terminal 9 & Hotel Zone (Century Blvd) - Metro Aviation Station - Century / Hawthorne - Clippers Intuit Dome Stadium - Sofi Stadium - The Forum NORTH - Panorama City (Van Nuys Blvd / Roscoe Blvd) - North Hills (Van Nuys Blvd / Nordhoff St) - Arleta (Van Nuys Blvd / Woodman Ave) - Ritchie Valens (Van Nuys Blvd / Laurel Canyon Blvd) - Pacoima Central / US Senator Alex Padilla (Van Nuys Blvd / San Fernando Rd) connections to Metrolink Antelope Valley Line CA High Speed Rail LA - Las Vegas High Speed Rail
	North Hollywood	91601	No	12/25/2021	I support alternative 5

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		94578	No	12/26/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. As an occasional commuter between the South Bay and Westwood, this would be critical to do the project as effectively as possible. It can be accomplished with Heavy Rail, not a monorail Thank you, Sent from mobile - apologies for grammar, mispellins, syntax, or terseness.
	Los Angeles	90034	No	12/26/2021	I'm for Alternative Scenario #5. The underground option that goes through UCLA's Westwood campus would be the least disruptive and convenient mode of transport for people taking public transportation. Having it underground wouldn't impede the concerns of those driving. It is accessible option because it requires the least amount of transfer connections from stop to stop. The connections are neighborhood points that gets frequent foot traffic. We should be making public transportation easier for people to use.
		90012	No	12/27/2021	This is a great idea. Getting the LA to be on par with other cities in public transit ease, accessibility is supported. Expanding highways and depending on vehicles challenges the goal of reducing carbon footprint and climate change.
	Los Angeles	90024	No	12/27/2021	What I suggest is not replacing the Fwy with the rail line but by placing it above the Fwy it will be a good option. L.A. is just too car obsessed to fully use it. What I wish is that you spend the money on schools first!!!
Sherman Oaks Homeowners Association			Merged Document	12/27/2021	
			No	12/27/2021	Hey Metro, What I like best for the project is Alternative 5. This won't create any noise and not affect the community during construction. What I wish is for the project to one day be expanded connecting Culver City. This alignment easily makes this possible and does the perfect job at connecting people like me. I can hop underground and end up in the valley! I do think that while the boring machines are already underground to Expo, Sepulveda, that they should continue to bore to LAX because the equipment needed is already there. This may be too much to ask for but hopefully it is considered. In the end, I suggest Alternative 5 be constructed.
	Glendale	91201	No	12/28/2021	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Los Angeles	90064	No	12/28/2021	What I like is that you are considering ways to connect the Valley, Getty Center, UCLA campus, Westwood Village, and the Purple Line and Expo lines. I don't know whether you can do all of the above, but I hope you can include as much as possible.
		90802	No	12/28/2021	The monorail options are out of the question. Options 5 and 6 would be best as ridership is expected to be high. I lean towards option 6, but think having the terminus end at Sepulveda station would be better. Thank you.
		91325	No	12/29/2021	I support the objectives of the project. I am concerned about the environmental impacts of the project to wildlife and any natural undeveloped lands that might be affected. I am also concerned about the noise and air pollution from any areal portions of the project. In residential areas, having the project underground would be preferable as long as it does not cause greater environmental damage. Where there is already a freeway or other infrastructure that the project could be added to, areal portions would likely be better than tunneling.
	Los Angeles	90024	No	12/30/2021	I'll start with my quals. I'm Black, 26, a product of LAUSD public schools, Yale (BS Mech Eng), did sustainability work at Arup with Russell Fortmeyer & co for 3 years, and now am at Duke for an MPP, with an Energy/Environment focus. I love this city and plan on dying here. And I've biked around this whole thang, and used a variety of public transit modes. So I know a thing or two, because I've seen a thing or two. You've gotta trust the young cats, you're planning for our futures. It is imperative to think about this as you would have if this system was being built in the 1970's: build a single bore tunnel and plan for high capacity. Monorail is the worst possible thing you could do over the pass. Don't go with BYD's pitch. Please for the love of god listen to transit advocates who are concerned with throughput and system connectivity. I will break down some of my issues with the alternatives: 1. Monorail isn't gonna have capacity like you think it will if the Purple line at Westwood and the Orange/G line connection are projected to be as busy as they surely will be. Also nix the damn Getty station, it's gonna get VE'd out anyways (I wish we could fund it but we can't and we won't). You would be absolutely insane to do this without a direct connection to UCLA as well. 2. Same problems as 1, except an APM is an even worse idea than the shuttle. Less cost effective, more maintenance. You've gotta remember, every little snag in the system means people will be less willing to take transit to and from their destinations. 3. Now we're getting a bit better but if you start to go underground with a monorail you bunk up the cost benefit, might as well go underground the whole way. At least it directly hits UCLA though!! that's key. 4. This isn't awful but why not just take 6's alignment and make it easier to connect to the East SFV line. I also like the idea of having a Santa Monica stop west of the 405, as in option 6. 5. Also not bad, but same issues as 4, just line that up with the SFV line up north. 6. This kinda wins, but the Expo stop shouldn't be that olympic joint. But honestly, the real thing is HOW DO WE GET THE MOST PEOPLE FROM UP NORTH DOWN TO LAX BY 2035 IN THE EASIEST WAY. When y'all look back at the success or failure of this project, please for the love of all things holy don't look back and say "oh that was obvious why didn't we do that" This stuff is staring you in the face. Go heavy rail single bore, short stations, cut and cover. Just do it, cause aerial trams aligned with the 405 inducing more Carmaggedeon is not the wave. Remember your priority is MOVING PEOPLE AROUND AND GETTING THEM TO WHERE THEY NEED TO GO, WITH AS FEW INTERRUPTIONS AND TRANSFERS AND SNAFUS AS POSSIBLE. Honestly go talk with Councilmember Raman she's got a degree in planning. And tell Representative Bass and the OEI to hit

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					my line I've got some words suggestions and consultations available. Hit my line!!!! I'm forreal.
			No	12/30/2021	To Project Team, I am writing to you is when will Metro release it's alternatives for the Southern Part of the Sepulveda Transit Corridor Project between the Expo Line & LAX. I would greatly appreciate to hear back from you in regards to this matter,
	Santa Monica	90405	No	12/30/2021	What I like about the project: The need to have mass transit through the Sepulveda Transit corridor is obvious to anyone who has driven from the valley into west LA. What I suggest: Please do not choose any of the monorail alternatives. The heavy rail alternatives are more flexible with respect to capacity and are much faster, while the cost estimates for the monorail are simply ludicrous (being almost half the cost of Metro's original monorail proposal? It sounds too good to be true because it *is* to good to be true. This is a classic case of 'overpromise, undeliver', and massive cost overruns), erasing one of the mono rail alternatives' only upsides to heavy rail. The station placements under the monorail proposals are also worrying: UCLA will be one of *the* most important stations in the entire system when it gets built, and getting it right is of utmost importance. The monorail will make it difficult to place the station in a way that makes sense in the area, since monorails are only cheaper with elevated grade designs.
	Beverly Hills	90210	No	12/30/2021	TWIMC: I am a resident of Brentwood Glen. I recall a meeting earlier this year in which various alternatives were explained. Several involved the expansion of the 405 and the possibility of taking houses/apartments that currently line Church St. The video I just watched didn't mention any of those alternatives. Perhaps these are two different projects? As a Brentwood Glen resident, I am concerned and opposed to any project alternatives that would require the removal of homes along Church Street. Please advise. Thank you.
	Los Angeles	90024	No	12/31/2021	As a recent UCLA alumnus, I strongly suggest that the Sepulveda project has a direct connection to the UCLA campus. Studies show that a station on campus would be the busiest stop on the entire Metro system. The 40,000 (and growing) student population would greatly benefit from a direct connection to public transit, as proposed in the heavy rail alternative. A project which requires a bus connection, as the monorail project proposes, would be burdensome and not as useful for UCLA students and campus workers, many of whom have a tiresome 30-40 minute commute to campus every day. We all know how congested our roads already are, and buses can be slow and unreliable. As my dad says, "If you're going to do something, do it right". The heavy rail alternative with a direct UCLA connection is an opportunity to revolutionize public transit in LA and greatly benefit thousands, even millions of UCLA students over the next century. Please choose a direct connection to UCLA's campus. Thanks.
	Los Angeles	90049	No	12/31/2021	PLEASE NO MONORAIL ALONG THE 405. We need high volume, high speed transit with a stop in westwood and the UCLA campus that integrates seemlessly with the future purple line. NO ONE WILL RIDE A MONORAIL WITH STOPS ALONG THE FREEWAY. People will use it only if it goes quickly and carries many riders from the valley to directly to westwood/UCLA. Underground heavy rail running in a straight line to the valley is the only way to accomplish this.
	Santa Clarita	91355	No	1/1/2022	Alternative 4 is my preference. The partial aerial alignment is a good cost saving measure and will cause no negative impacts on the surrounding community. Alternative 5 should only be considered if cheap and fast cut and cover excavation can be implemented on the valley segment. If expensive and slow twin tunnel subway is built it is a waste of money and time. Aggressive complete street closures in six week intervals to place piles complete excavation and lay temporary roadway in the manner of the purple line rodeo station acceleration should be the model for the excavation of the entire valley subway section proposed in this alternative. Alternative six should not be considered unless it simultaneously builds a four track cut and cover subway for the section where it overlaps with the ESFV light rail. Disruption of newly built ESFV infrastructure or its service should not happen and the ESFV should not be delayed for the sepulveda line to be built first. No Build is my preference after these three options. No build is preferable to all of the monorail options. If the choice is No build or monorail, no build would result in the best outcome for the people of Los Angeles. The monorail proposals have exceptionally bad transfers and give false combined ridership cost estimates (they quote a maximum ridership that isn't possible given their quoted platform lengths and to meet their ridership numbers their platforms would have to be bigger which means their quoted costs of smaller platforms are false because the quoted cost cannot achieve their quoted ridership). The completely false claims from the monorail proposals should automatically disqualify them from further consideration.

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South Bay Transit Group	Rancho Palos Verdes	90275	No	1/1/2022	We at the South Bay Transit Group would like to have these questions answered in the EIR. We have several members that have already submitted these questions and several more who will submit them. We believe these questions are very important to answer as it will bring us to the correct decision. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? Thank you
	los angeles	90049	No	1/1/2022	I get it, traffic isn't great. Are you really going to spend the next 100 years just making the highway larger and larger? Slowly taking away space that people live in? Don't turn the westwide of LA into some giant transit area. It's just making our city uglier. I'll try and following these prompts. What I like: Less people (lol) What I wish: Less people What I suggest: Less people (jk) What I do suggest is not adding train stops everywhere. The westside isn't supposed to be some giant annoying NYC train station. Nobody likes you Stop building BOOO
	Los Angeles	90077	No	1/1/2022	There should be NO TUNNELING UNDER BEL AIR. Bel Air is a well established community of substantial single family homes. Tunneling under Bel Air would greatly disrupt lives and result in greatly reduced property values.
	Topanga	90290	No	1/1/2022	Please reject the monorail option and instead pursue heavy rail, which will be necessary to facilitate direct connections to the destinations people need to reach most. Additionally, please consider a different heavy rail option that would combine the above ground on Sepulveda option in the Valley with the ending at Expo/Bundy on the Westside. Currently options 4 & 6 are separate in this regard, however a hybrid between the two would be fantastic. We do not want to make the same mistakes of the past in placing high-capacity transit lines in the middle of polluting freeways, such as the Green and Silver lines, causing extremely detrimental health outcomes for riders and forcing transit-oriented development to be near these sources. So for this it's important that the southern portion ends at Expo/Bundy, giving the opportunity to ensure future communities are located away from these polluting transportation corridors. Additionally, a southern end at Expo/Bundy would allow for the LAX extension to have a station at Santa Monica Airport, which is currently being decommissioned and could be a wonderful mixed-use community. Its worth noting that with the passage of SB 10 in the legislature, it is possible now for the city council to overturn the original Measure that banned development other than a park on the site. Also, the Santa Monica Business Park is not classified under this measure and could be easily redeveloped so long as a future Metro station is located there. With this new development on majority vacant land, Metro would be more emboldened to pursue an EIFD to fund the LAX expansion as the profits they could capture in tax revenue would be more than enough to justify the construction of at least that station. Plus, setting up the future LAX extension down Centinela will finally allow Playa Vista to be connected to heavy rail, serving a dense community that has been disconnected from the greater transit network from its inception. So for future facing ideas, I urge you to please consider a hybrid option between options 4 & 6 as I detailed above. Thank you.
	Los Angeles	90008	No	1/2/2022	Metro has made great strides in planning projects which serve to increase mobility while offering increasingly seamless travel between communities and employment centers. Unfortunately, this project as proposed utilizing monorail or heavy rail alternatives seems to miss the mark. Why not plan for a continuation of the East San Fernando Valley (SFV) light rail? Such a line would both offer a one seat ride between major SFV and westside city destinations, while eventually allowing for the inevitable continuation of this line south to LAX. Monorail is novel and sexy, but does it offer a better passenger experience? Considering the extra transfers and cost to build, I would argue not. Heavy rail, similarly would face challenges with southward extension due to cost constraints with building underground rail. I would urge Metro planners to consider passenger experience by minimizing transfers, as well as any opportunity to save funds (and accelerate other mobility improvements) by denying the appeal of novel transit technologies.

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		90703	No	1/2/2022	I haven't been able to go up to the san Fernando valley unless I drive through very rough traffic. Given the excitement I hear from others, it sounds like this would be a heavily used. Please go with heavy rail to be able to handle larger riderships and for future proofing. I'd like this to actually be useable as an extension to my LA visits.
	Los Angeles	90012	No	1/3/2022	Monorail options (1-3) should all be immediately discarded. Useless in terms of connection to UCLA and even worse when its comes to their limited ridership compared to heavy rail. This project (ought to) last centuries; the money invested in heavy rail will be well-worth it. Going to the short term con of the monorail is foolish and wasteful. Option 6 is the clear best option.
	Santa Monica	90405	No	1/3/2022	This is GREAT and long overdue, Please Please go underground with alternate #6 it is more money but is the smartest choice. Please nothing at grade, here in SM the grade crossings are dangerous and create horrible traffic. Please go underground or overhead completely. Thank you!
	Valley Village	91617	No	1/3/2022	Alternatives 1-4 should not be pursued any further due to the aerial structures that are proposed along Sepulveda Boulevard, which would be a visual blight, add noise to the corridor and might result in a loss of traffic lanes. Alternative 5, a heavy rail subway under Sepulveda Boulevard, while avoiding the visual and noise impacts of an aerial structure, is less desirable because it would bypass downtown Van Nuys with its higher demand for transit service with the likely result being less ridership. Also, because the route extends up to the railroad tracks at the north end of Van Nuys, it will be slightly longer and less direct than the route of Alternative 6, which is more direct. For the Valley Alternative 6, a heavy rail subway under Van Nuys Boulevard, is the best route. However, the southern portion of Alternative 6, which bends a mile and a half west to Bundy Drive, will result in a longer and less direct route to LAX and with fewer commercial centers being served. Because of this the EIR should also analyze a variation of Alternative 6 that would route the extension to LAX along Overland Avenue, Jefferson Boulevard and Sepulveda Boulevard. This direct route would serve commercial centers on Santa Monica Boulevard, Pico Boulevard and the redeveloped Westside Pavilion site, Venice Boulevard, the two shopping centers on Jefferson Boulevard, Fox Hills Mall, a major traffic draw, and downtown Westchester.
	Santa Monica	90404	No	1/3/2022	First, thank you for getting this project to its current stage. This is a critical piece of infrastructure for our region, and it will be hugely impactful once it opens. Of the alternatives outlined in your video, Alternative 6 (heavy rail, UCLA stop, interconnection with D and E lines) seems the most logical choice. Heavy rail technology is proven, and high-capacity; the stops are all popular / critical destinations for people in our region, which will drive usage (and make the line popular), the relatively straight-shot design will result in fast travel times, and the fact that it's wholly underground will mean the visual impacts are low. I'm sure this alternative is among the more-expensive choices, but I cannot begin to stress the importance of spending money today for a good long-term investment. Too many systems are "compromised to death" and wind up serving nobody very well. A rail line that connects the valley, UCLA, and two other rail lines is a once-in-a-generation opportunity to do it right. Let's do it right.
	West Hollywood	90069	No	1/4/2022	I am writing to express my support for the following alternatives: Alternative 6 is the best choice because it is all underground and is focused on connecting the most significant population centers. It rightfully places stations away from freeways for the most part. Alternative 5 is my second choice because of the all underground routing which would allow for future high density development around the route. Alternative is not as good as 6 since some stations are close to the 405 and away from the highest density population centers. Alternative 4 would also be acceptable but the elevated portion may make those portions worse for future development. I believe all of the monorail options (Alternatives 1, 2 and 3) are terrible because of the station locations above or adjacent to the 405 which will create a loud environment and depress ridership. Please learn from the mistakes made with the routing of the Green line in the 105 median and do not repeat those mistakes with the monorail. I would not support any of those alternatives, even if they are cheaper in initial costs. Lower ridership means they will essentially cost more in the long run. Other suggestions: Consider using the same train types as the Red and Purple lines in the hope that one day there could be interconnections between these lines. Recommend using the same train length and track gauge at a minimum, but with an automated (driverless) train. This line will quickly exceed ridership projections as the Expo line did and we will wish we built for larger trains. Consider using cut and cover construction techniques for the tunneling in the San Fernando Valley and West LA. This is more disruptive to businesses and traffic during construction, but having shallower stations will save time with descending for generations of future riders and will save money on expensive maintenance. Disrupted businesses can be compensated during construction. Consider closing the streets above to car traffic during construction rather than performing elaborate and expensive covered deep excavations and utility relocations just to keep the streets open. There are many alternative streets that cars can use for a few months while segments are closed and built. Consider breaking the construction into multiple contracts with specialized scope to allow for more bidders on each portion of the work. There should be no need to award the entire project to a single contractor.
			No	1/4/2022	Calling with the Valley Industry and Commerce Association, VICA. I am calling because I would like to invite someone from the Sepulveda Transit Corridor to speak at our upcoming transportation committee meeting scheduled for next Tuesday, January 11 from 8:30-10:30 am via zoom so an online remote meeting. Our members are interested in hearing about the options for the Sepulveda Transit Corridor so that our organization can choose an alignment. Our transportation committee is chaired by Franklin Ocean from Ocean Partners, Co-charied by Coby King from Highpoint strategies and Henry from HNCV. The presentations usually last about 10-15 minutes with a short Q and A with community members and we are happy to accomodate schedules if you need to speak at a specific time. Thank you and if you need to call me back please do.
	Beverly Hills	90210	No	1/4/2022	I am writing in strong support of the heavy rail alternatives for the Sepulveda Line. The terrible monorail alternatives have abysmal connections to the rest of the metro network, requiring lengthy out-of-station walks, the stations are not located in ideal locations for riders, riders would be subjected to the noise and pollution of the 405, and the P3 partner, BYD, has been shown through investigative reporting in the LA Times and other outlets to be incredibly corrupt and incompetent. The monorail would destroy our chance to build a gamechanging line that could turn finally LA into transit-first city. The heavy rail alternatives offer fantastic connections, fantastic

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					station locations, and future-proof capacity. Alternatives 4 and 5 are especially strong, and 6 would be strong as well if it adopted the same heavy rail technology to increase capacity and headways that Bechtel proposed for alternatives 4 and 5.
			No	1/4/2022	Dear Metro Transit: Please select option four. This will maximize capacity and provide the best service for everyone on the line. If you choose one of BYD's proposals, we will be left with one of, if not the main transit artery in the city severely capacity restricted and overcrowded to the point that we will have to build a completely new line to supplement it. Furthermore, options one and two don't adequately link UCLA, which will result in far more people driving to UCLA, and UCLA overall just not being served adequately. It is crucial that it is served properly and as such you need to pick an alignment that serves it well. Option three would cost as much as any of the heavy rail proposals but would have less alignments and would cost even more in future maintenance. Option five, while having a good end result, is unnecessarily expensive. And finally, option six would severely limit capacity, and as such, should not be implemented. To serve the community best, please choose options four or five. These would serve the community well, and option four is cheaper, so please, go with that.
	Toluca Lake	91602-____	No	1/4/2022	Greetings! I commute from the valley to the westside quite often and it would be wonderful to have a heavy rail line similar to that of the B(red). This line will be a very popular connection with LAX. The massive influx of people utilizing it would benefit from a heavy rail option.
	Calabasas	91302	No	1/4/2022	Please choose the heavy rail option 6. It can be better integrated into the Metro network, will attract more ridership and services important sections of LA better than the other options. Also the route generally makes the most sense.
			No	1/4/2022	To Metro LA Me and many other people think that heavy rail (specifically Alignment 5) is the best option for the line. There are a few videos about it that I will link here: https://youtu.be/xozPb6LaktM , https://youtu.be/caskG8S8qww and https://youtu.be/xJdbCgVkH3w . After you watch those videos, think about how viable the monorail option is. While both options 4 and 5 are acceptable, Sherman Oaks Homeowners will throw a temper tantrum about option 4 because it is above ground in their neighborhood. However option 5 has it going under Sherman Oaks, thus they don't have anything to throw a fit about. And if we use option 5, UCLA is served properly, Bel Air and Sherman Oaks can't block the project and it is still on the Sepulveda route (which is less bendy). Overall option 5 is the best option, but 4 is acceptable and even 6 would be fine.
			No	1/4/2022	Hello, As a native of Los Angeles, I would like to voice my support for a heavy rail option for the Sepulveda Line. This line will be as important as the B (red) line for the westside. It needs to be fast and able to hold large groups of people. Please let me know if you have any follow up comments for me.
			No	1/4/2022	I live in Los Angeles city, and I just wanted to voice my support for a heavy rail option for the Sepulveda line. I can see this as something that I use every day to get into work and I know that heavy rail is a lot faster and can move a lot more people.
	Los Angeles	90064	No	1/4/2022	What I like is heavy rail, and what I dislike are monorail alternatives. A monorail system would significantly handicap public transit in the area and would prove to be a poor investment.
	Los Angeles	90024	No	1/4/2022	To Los Angeles Metro, I am writing in favor of a heavy rail option for the Sepulveda Transit Corridor Project. The heavy rail options currently proposed would provide a higher maximum capacity through the Sepulveda Pass and greater connectivity with existing public transit in Los Angeles. This would facilitate the best connection between the valley, the urban center of Santa Monica and the Los Angeles Downtown. Furthermore, I would also like to express my support for alternative four (4) in particular which would bury subway lines under UCLA and in the Valley. Based on the difficulties that have been observed in building new subway lines in heavily urbanized areas, most notably New York City proper, I believe that choosing to tunnel now to create subway lines in such developing areas will help alleviate future transportation issues. Last, I would like to emphasize the value of connectivity along the future Sepulveda Transit Corridor. A station within UCLA and strong connections from the Sepulveda Transit Corridor to existing light rail is necessary. Many Los Angeles residents are unfamiliar with public transport, as the city has been dominated by cars since the removal of streetcars after the Second World War, so making new lines easy to use will be an important factor in increasing ridership. Thank you for taking my thoughts into consideration. To summarize, I would suggest a heavy rail option with a station at UCLA, which is best outlined in alternative four (4), as currently proposed. Sincerely, UCLA PhD Student
			No	1/4/2022	To Los Angeles Metro, I am writing in favor of a heavy rail option for the Sepulveda Transit Corridor Project. The heavy rail options currently proposed would provide a higher maximum capacity through the Sepulveda Pass and greater connectivity with existing public transit in Los Angeles. This would facilitate the best connection between the valley, the urban center of Santa Monica and the Los Angeles Downtown. Furthermore, I would also like to express my support for alternative four (4) in particular which would bury subway lines under UCLA and in the Valley. Based on the difficulties that have been observed in building new subway lines in heavily urbanized areas, most notably New York City proper, I believe that choosing to tunnel now to create subway lines in such developing areas will help alleviate future transportation issues. Last, I would like to emphasize the value of connectivity along the future Sepulveda Transit Corridor. A station within UCLA and strong connections from the Sepulveda Transit Corridor to existing light rail is necessary. Many Los Angeles residents are unfamiliar with public transport, as the city has been dominated by cars since the removal of streetcars after the Second World War, so making new lines easy to use will be an important factor in increasing ridership. Thank you for taking my thoughts into consideration. To summarize, I would suggest a heavy rail option with a station at UCLA, which is best outlined in alternative four (4), as currently proposed. Sincerely,
		96137	No	1/4/2022	Please only consider heavy rail. Monorail is not a good solution for this project.
		90025	No	1/4/2022	Alternative 6 is my preferred option for the following reason: less construction disruption along 405/Sepulveda Pass, consistent heavy rail (no transfers between bus, monorail and heavy rail), station at UCLA (altough Getty Center would be nice, more people at UCLA), and station at Santa Monica Blvd and Sawtelle Blvd to serve West LA. For all options for the station at Santa Monica Blvd, I'd like an entry/exit on the other side of the 405. If the station is at Sepulveda, I'd like an alternate entry/exit at Sawtelle and vice versa.

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					In addition, I would like a station closer to the shops on Sawtelle Blvd (e.g. at Sawtelle and Missouri) but there's not much space available. Thank you.
	Danville	94506	No	1/4/2022	I like the routing of alternative 3 (monorail) but I don't like the fact it's monorail. Heavy rail with both above ground and below ground is better, because above ground is usually cheaper to build with the same quality as underground builds. Alternative 4 is the best heavy rail design. The alternative 3 is only good because it serves the Getty Center which is a major tourist attraction. However, it would be better to not re-routing an entire line just to serve a museum that closes on Mondays. Alternatives 1 and 2 sucks because it requires a transfer to get to UCLA. Overall, alternative 4 is the best design provided.
	Los Angeles	90007	No	1/4/2022	It does not make sense to take advantage of monorail technology for the Sepulveda metro expansion, and heavy rail is vastly superior in this instance. The higher level of adaptability brought by heavy rail is essential in adding a UCLA/Westwood stop to the LA Metro. without greater ability for capacity expansion, or convenient access to stops and transfers, the future of public transportation in this city will be severely stifled.
	Los Angeles	90064	No	1/4/2022	I want heavy rail. No monorail.
	Los Angeles	90007	No	1/4/2022	My girlfriend and I greatly prefer the Alternative 5 heavy rail option, and dislike any options with the BYD monorail.
			No	1/4/2022	Hi, I wanted to say that I think of all the Sepulveda Line options, the heavy rail options would be far superior to any of the monorail options. Specifically, I think Alternative 4 and 5 would be the best options. I think heavy rail would be best because of the ability to increase rider capacity by moving to 90 second headways which requires no additional station construction (unlike the monorail which does require station extensions to increase its capacity). Heavy rail also has much better station placement that will make it a convenient part of the public transportation network. Ultimately, I think that all of the Monorail options would be a very bad idea (especially alternative 1 and 2) because of where all three alternatives place their stations. I personally would never ride something like that unless I had no other option. It may seem like a small inconvenience, but it's the difference between having a line people choose to use because it's more convenient than driving and having a line that people only use if they don't have access to a car. I know some locals are going to be up in arms about alternative 4, but if you have to bow to that pressure, please build alternative 5 or 6 heavy rail. Please don't spend billions of dollars on an inconvenient monorail line. Best,
	Long Beach	90804	No	1/4/2022	I believe that Bechtel's alternative, Alternative 4 of the proposed routes, would serve the Los Angeles region best. BYD does not offer an honest cost to capacity design, nor do they integrate well on this vital piece of infrastructure. Heavy rail is the best option, and as such I urge Metro to consider Alternative 4 with Bechtel
	North Hollywood	91606	No	1/4/2022	I am a commuter from North Hollywood to Culver City. I like proposals 4 and 5. I would also like proposal 6 if peak frequency was 2.5 minutes like proposals 4 and 5. Any of these heavy rail options provide me the best option for transferring between the G and E lines on my commute. I believe choosing heavy rail is imperative for making the LA's public transportation robust and future-proof. This would finally bring public transportation up to par with other American cities. Separate systems will cause unforeseen costs in the future.
	Los Angeles	90064	No	1/4/2022	As a homeowner a few blocks off Sepulveda, I'm incredibly excited about this project. I know it's a ways off, but eventually, my children will hopefully benefit. We should be building for the long-term and not make the mistakes of the past. Every time we've done things right it's payed off. Thus, heavy rail is the more logical choice. Given the big new campuses opening near Overland, like Google, Sepulveda seems much more useful than Bundy. Furthermore, it will make heading to LAX easier in the long run. I don't know enough about what's going on in the valley to have an opinion. Thus, I support option 4 or 5.
		90402	No	1/4/2022	I hope we can build a proper heavy rail line with the capacity to scale and direct connections to UCLA and Orange Line stations. Although it will have a higher cost, it would be best for the community in the long run if we could prioritize alternatives 4-6 and build a line that can handle high capacity that the future will bring.
	Los Angeles	90034	No	1/4/2022	I prefer Heavy rail for the Sepulveda corridor project.
	State College	16803	No	1/4/2022	This project MUST be a heavy rail option, preferably Options 5 or 6. BYD has deceived the public and the Metro board, and a monorail would be disastrous for such a key region of the LA area. Not to mention, the UCLA campus does NOT need a bus shuttle or people mover, and doing so would depress the turnout of what is projected to be the largest non-transfer station in the ENTIRE Metro Rail system. The campus needs a normal underground heavy rail subway station. It would give UCLA students the feel of riding the New York City Subway, only in nicer weather. PLEASE, choose heavy rail. I may not live in LA, but almost 4 million people do. Do what is right and choose what is best for the city, not a corrupt company's pockets. For further insight, I recommend this video: https://www.youtube.com/watch?v=xozPb6LaktM
	Los Angeles	90025	No	1/4/2022	What I would like to see is that alternatives 4 and 5 are strongly considered as the primary alternatives for the project. I believe that having direct stops at UCLA and in Westwood are vital for people to actually use the service. Also I think speed and connectivity are the two most important things for the project and that alternatives 4 and 5 achieve this best. If the project is not fast enough (general speed, connections, and stops) then people will still just drive and building anything else that doesn't compete with cars will just be wasted money.
		94028	No	1/4/2022	Alternative 4 is best! Heavy rail is much better than the ludicrous monorail proposals
	Camarillo	94577	No	1/4/2022	Alternative 4 is my preferred alignment. I would like to see the consideration of 5 car stations over 4 to allow for more growth. I view all the monorail proposals as failing to have enough capacity while providing worse transfers.
	West Hills	91304	No	1/4/2022	I support proposal 4 or 5 but certainly heavy rail over any sort of monorail system. Thanks!
	Austin	78758	No	1/4/2022	This corridor should be built as heavy rail. Heavy rail has a higher capacity and service patterns will be far more flexible in the future, allowing connections to other lines as spur routes. Traffic on 405 is awful, and we need a true solution that will work both at time of opening and for decades beyond. Monorail cannot deliver on that. Heavy rail can. Options 4 and 5 are clearly the best of the 6 presented.

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	Los Angeles	90015	No	1/4/2022	I strongly suggest metro choose a heavy rail alternative, rather than monorail. The higher max capacity when run with max trains will prepare us for LA's long-term future. Heavy rail will also make integration with the existing system and future extension more feasible—directly connecting with other transit lines. The monorail has lower max capacity, can not share track with other transit lines in the future, and will require unique maintenance practices, equipment, and training that Metro does not currently possess.
	Encino	91436	No	1/4/2022	What I like is options 4 and 5, they both have better passenger capacity than options 1-3, and bring Metro's subway into the next generation with their automated technology. What I wish if for the line to be elevated in the valley, such as in option 4. It has a better cost per mile than a full subway, and better suits the lower density of the area.
	Los Angeles	90036	No	1/4/2022	I work in Westwood and am a transit user in Los Angeles. I write for Metro to only consider proper heavy rail transit and not the monorail. Ultimately, my preference is for the completely underground option, Option 5. This rail line is the most important one being considered by Metro and the quicker it is built the better. Anything that can be done to accelerate this time line should be pursued. I have significant concerns for the monorail option, including the fact that it fails to connect to UCLA properly with a station, and the other stations also fail to provide adequate connections. That is why Metro should really consider options 4-6, with my preference being for 5.
			No	1/4/2022	I beg of you. Monorail makes zero sense for what will undoubtedly be one of the busiest lines in the whole Metro system. Heavy rail has to be the way to go.
			No	1/4/2022	Hello, On behalf of the Valley Industry and Commerce Association (VICA), I would like to invite someone from your office to speak again at our upcoming Transportation Committee meeting, which is scheduled to be held on Tuesday, January 11th , from 8:30 to 10:30 a.m. via Zoom . Our members are very interested in hearing about the Sepulveda Transit Corridor options so that our organization can choose and alignment. VICA's Transportation Committee is chaired by Francine Oschin (Oschin Partners), and co-chaired by Coby King (High Point Strategies) and Ted Mekuria (HNTB). Presentations are usually 10-15 minutes long, followed by a short Q&A with our committee members. We are also happy to accommodate your schedules if you need to speak at a specific time during the program. Thank you very much for your consideration. I look forward to hearing from your office. Best regards,
		90406	No	1/4/2022	Please use one of the heavy rail alternatives. A monorail is a distraction from building productive and useful transit alternatives.
	Madison	7940	No	1/4/2022	I would like to see Alternative 4 built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line is paralleling one of the busiest highways in the country, so high capacity is necessary. They make the line cheaper than the heavy rail options by using the highway, but sacrifice ride quality and transit connections in the process. Transit connections are extremely important for a line like this, and they need to be seamless, which Alternative 4 does extremely well. Alternatives 4 and 5 serve the San Fernando Valley the best because Alternative 6 duplicates the East San Fernando Valley LRT unnecessarily whereas Alternatives 4 and 5 add a station at Sherman Way to better serve the Valley. Alternative 4 is less expensive than Alternative 5 because it is elevated over Sepulveda Blvd and takes into account Metro's current plan to move the Sepulveda G Line station directly above Sepulveda Blvd from its current location. Alternative 4 directly integrates with the new station, providing better connectivity than the rest. Not to mention that automated light metro is cheaper to maintain and easy to adjust capacity wise. Assuming 30 trains per hour (every 2.5 minutes) for monorail and 6 cars, monorail can carry 14,220 pphpd (passengers per hour per direction). To get 8 cars at 30 trains per hour for monorail (which would be 18,960 pphpd), Metro would have to extend the platforms, an expensive process. Bechtel's heavy rail proposals build in capacity for 4 car trains with 40 trains per hour from the start, which has a maximum capacity of 27,200 pphpd without doing any modifications. My only suggestion is to build the stations to be able to expand to 6 car trains in the future, so that maximum capacity for Bechtel would be 40,800 pphpd. Bechtel has also built out the original BART system, so they have experience working and building good quality infrastructure in a zone full of earthquakes. Thank you for taking the time to read my comment. I know it was long.
	Claremont	91711	No	1/4/2022	I am writing in support of alternative 5. My second choice would be alternative 4 or 6. These routes provide sensible connections to UCLA and the Westwood D line stations, unlike some of the others, such as alternatives 1 and 2. They also avoid the ridiculous boondoggle that is monorail. The Sepulveda Transit Corridor will be a heavily used, valuable contribution to LA transit. It warrants a heavy rail line with a proper route, not a novelty contraption supplemented by a bus or people-mover sidekick. Alternative 5 would provide LA a worthwhile route and service, as would 4 or 6.
	Burbank	91501	No	1/4/2022	Hi, I am really hoping for one of the heavy rail alternatives to be chosen. The monorail concepts don't seem well though out compared to the heavy rail alternatives and such a major transformational project should be done right the first time.
	Los Angeles	91602	No	1/4/2022	Hi, I think this is a vital project for the entire region, but will also impact me specifically. I live in north Hollywood, and frequently go to Westwood, and Santa Monica to visit friends and go to church. Like many people in the valley, the Sepulveda line will be a funnel for me to say, take the orange line to the Sepulveda line, then take that to get to UCLA or to transfer to the expo line to Santa Monica. This project is vital, so we should make sure it can take as much long term capacity as possible for the future of the network. This is why I'm against monorail and for alternatives four, five and six. The Bechtel proposal four seems most cost effective since it runs airily till it hits Ventura, and Bechtel seems to have prepared for the quickest eventual headways of 90 seconds. Alternative 4 also hits Sherman way, which seems like a good stop. But all heavy rail options seem good to me. Direct, fast connections to the valley, UCLA, Westwood, and Expo. Dense areas with walkability to the stations, and easy transfers from places like the orange line and the expo line. I'd be able to go to Beverly Hills, UCLA or Santa Monica with only 2 or 3 transfers. Monorail seems terrible. More vulnerable to earthquakes, terrible transfers from the orange line to the monorail, a bus connection to UCLA, construction on the 405, terrible transfers for walkers or bikers because it's built on the highway, and much slower speeds and headways. Monorail sounds terrible. Please consider Alternative 4, then 5, then 6, and don't consider 1, 2, or 3 at all. Heavy rail has the capacity to help the network function the best in the long term. Monorail sounds like a Simpsons joke. I don't want to bike to a highway to get to or from my station. Please do heavy rail instead of a monorail.
			No	1/4/2022	I am a transit and high speed rail enthusiest who publishses on the internet. I prefer the Sepulveda alternative 4 or 5 using heavy rail. I dislike monorail, so please do not choose monorail.

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	Los Angeles	90039	No	1/4/2022	Of all the options I think 5 makes the most sense. It has the highest listed capacity and a stop directly in UCLA. It is also completely underground which allows for the least disruption to development above ground. Option 4 is the next best alternative since it is essentially option 5 but with a section above ground. All of the monorail options (1-3) make no sense. The capacity is way lower and there is no reason not to have a stop directly in UCLA. Also, this isn't Disneyworld. If Metro wants to be considered a serious alternative to driving we need to have serious solutions, not half-measures found in amusement parks.
	Los Angeles	90012	No	1/4/2022	It should be a metro as it is more viable, monorails are cringe gadgetbahns and BYD has a scandalous record anyways.
	Los Angeles	90039	No	1/4/2022	Hi, I believe the heavy rail option for either Alternative 4 or 5 will suffice for the Sepulveda Line. As an alumni of UCLA, I have wished for a subway system that would connect to UCLA. The widening of the 405 did not alleviate the traffic as intended. The heavy rail option could amend the damage done. Please do not consider the monorail, we know it won't work with the existing rail, and we don't want to live the Simpson's episode of "Marge vs. the Monorail." Thank you for your time. Best,
		91411	No	1/4/2022	I'm extremely excited to hear about this project! I'm interested in learning how the project team plans to address the last-mile problem (Park and ride? More buses? Metro Micro expansion?) One thing to keep in mind, is that a lot of us commute to the Playa Vista area as tech companies continue to build LA offices there. I hope that there's a plan for shuttles to office parks. In South San Francisco, the ferry and Bart provided shuttles to the big office parks, which made the decision to ditch a car very easy. Looking forward to how this project progresses and would love to know if there's anything else citizens can do to ensure this project is delivered.
	Lomita	90717	No	1/4/2022	I urge Metro to consider adopting one of the HRT alternatives; LA should stick with proven technology with the capability to move large volumes of passengers rather than monorail, which seems to be a proposal only because BYD needs markets to sell to.
	Los Angeles	90024	No	1/4/2022	What I suggest is to focus on using only heavy rail instead of monorail. The monorail options are slower than the heavy rail, offer lower initial capacity, and do not offer great connections to other Metro lines. Alternatives 1 and 2 do not even offer a direct connection to UCLA. As a student without a car, I have to rely on public transit a lot. Only the heavy rail options offer a fast, direct, and connective service to the rest of LA. In addition, monorails are not often used on large-scale rapid transit lines. There are good reasons for this, heavy rail just makes more sense in most cases. The Sepulveda Corridor is one of the most congested corridors in the country. Should Metro really be testing out a new and unproven technology? LA deserves better. I support options 4, 5, and 6 for these reasons.
		91780	No	1/5/2022	Heavy rail is the only option you guys should be considering. Nothing else.
			No	1/5/2022	Dear Metro staff, I've been living on the Westside for quite some time and I love the option the expo line gives me towards downtown. However going to the valley on public transit is a complete nightmare and the only way to solve it is a Sepulveda alignment which makes it easy to change from the expo and purple lines. Please consider this seriously, it's a once in a generation opportunity, we need to get this right. Kind regards
			No	1/5/2022	Hello, I want to express my support for Options 4 and 5 of the Sepulveda Transit Corridor Project. I support heavy rail before monorail. As a metro rider, I believe we really need a metro station at UCLA - having a bus route go there makes no sense and will discourage people from taking transit. Thank you for your consideration. Best,
	Sherman Oaks	91403	No	1/5/2022	Hello, excited for this rail system to create more access for all in our city. From the proposed options, as someone who lives very close to a suggested connection on the suggested Ventura stop, I want to highly urge alternatives #4 or #5. Heavy rail is the best option for the city and the capacity to get around. It's also great for crowd control and noise. Please consider one of those two, as a citizen of Los Angeles who this would heavily affect. Thank you!
		91403	No	1/5/2022	I am strongly opposed to alternatives one and two due to the poor connections from the proposed monorail stations to the UCLA campus. There should be a station on the UCLA campus so that students have a convenient connection. I suggest alternative 4 as the aerial heavy rail alignment seems the most likely to be on time and on budget based on the progress of the underground regional connector and purple line extension.
	Los Angeles	90049	No	1/5/2022	I think the Heavy Rail options will be much better than the Monorail options. I think the Expo line from Santa Monica to Downtown was poorly conceived and should have been a heavy rail. It's too slow. Anything that can be done to reduce commute times should be done. It's a huge multiplier giving all the commuters that use this option a few minutes back in their day. Also, the lack of speed is a major reason I still normally drive to downtown from the west side.
	Burbank	91505	No	1/5/2022	For the needs of LA, the Valley, and students and staff at UCLA, the Heavy Rail options, especially 4 & 5, seem to make the most sense by far. As a long-time SFValley resident (over 23 years), I feel like this could not only dramatically impact the economic exchange between these areas, but dramatically improve the social and societal relationship between the Valley and greater LA.
		90034	No	1/5/2022	I would strongly prefer that Metro build Alternatives 4 or 5 (Heavy Rail) for the Sepulveda Transit Corridor. This will maximize long-term ridership capacity and allow the heavy rail system to easily integrate with other lines (such as the D Line) and create walkable neighborhood connections. Every major, well-functioning metropolitan metro system in the world uses heavy rail on their most important routes, and it makes sense for a world-class city like Los Angeles to do the same.
	Altadena	91001	No	1/5/2022	I have looked into this project considerably, and the Sepulveda pass corridor, needs to be heavy rail, monorail should not even be considered for this project. Metro has the potential to create a project that will change the region, with the Sepulveda pass always being clogged with traffic, this project will change transportation in west LA. But metro also has the potential to completely ruin this project by going with monorail. Monorail is nowhere near as efficient as heavy rail, and while heavy rail may be more expensive, it is worth the cost. The rest of the world is investing into rail infrastructure, and so should LA, but monorail is not the way forward. Please metro, heavy rail is what we need in LA, having a heavy rail line, connect to the under construction purple line extension, will be much more cohesive, and UCLA station, and other stations on the Sepulveda line have the potential to be some of the busiest amongst the entire metro system, so please make the right investment and use heavy rail. Thank you, a frequent metro rider

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	Henderson	89014	No	1/5/2022	Please please please invest in heavy rail with a station at UCLA. I remember living in Los Angeles and that UCLA station would've been so critical. I used public transit the entire time I lived in the city and UCLA was always an important node despite me not attending the university! The heavy rail's larger capacity and stability would be amazing!
	Laguna niguel	92677	No	1/5/2022	We all know how expensive the monorail propositions will be. We do not want a gimmick for public transportation, we want an effective-proven HRT system to carry the immense amount of people from the valley to the rest of LA through Sepulveda. Please stay strong, our future depends on your choices, we can't let corruption and greed result in a monorail. Thank you for all your hard work and dedication at trying to make LA a more liveable, transitable, walkable and bikeable city. You guys do amazing work and go unappreciated. Much love.
	Beverly Hills	90210	No	1/5/2022	The only correct option is Alternative 5. We need a heavy rail that is all underground. No more BS above ground rail line. I understand it will cost more, but let's make sure this is done correctly for the future generations that will use it.
	Encino	91436	No	1/5/2022	I am STRONGLY in favor of heavy rail (options 4,5, and 6) over the monorail option. The monorail options are a total joke and would further balkanazie our already fractured, sprawling, and disconnected transit system. Furthermore, the capacity is way too low and the poor connections to UCLA defeat much of the purpose of the project in the first place (a bus line transfer from a 405 station should've been killed immediately; I cannot believe this is a serious proposal). Lastly, the position of the stations primarily along the freeway is an absolute disaster -- it's unpleasant to wait amidst all the cars and busyness, difficult to get to, and fundamentally makes transit *unappealing*. Numerous Angelenos would choose *not* to use the transit line if involves traveling to a crowded polluted freeway station requiring an unpleasant and complicated ridership experience not at all in walking distance of their homes or businesses. Heavy rail solves all this by locating stations directly under the city, not in the middle of crowded freeways, and with higher capacity and much quicker transfers to other lines. There's a reason this is the standard every major metro system for a city of our size uses, and it's unthinkable we'd switch to a worse mode for our most-needed line. I'm indifferent between the three heavy rail options, but probably would support option 4 for efficiency over the others.
	Long Beach	90806	No	1/5/2022	For this project, we should only be considering heavy rail projects. They are more cost-effective and can move more people. There is no reason to have extra stops away from Westwood, as this defeats most of the purpose for making this line in the first place. Out of the proposed ideas my opinion is to go with #4 or #5. Thank you.
			No	1/5/2022	Please, do not consider monorail. Heavy rail is far and away the better way to proceed. Alternative 4 seems like the best option, but please, not monorail either way.
	Los Angeles	90049	No	1/5/2022	I would like to support the Heavy Rail option and Alternatives 4 or 5. I am a lifelong Angelino, who has also lived for 4 years in Chicago and a year in NYC, and traveled extensively to other cities with public transit. Heavy Rail is the only way to go.
		94306	No	1/5/2022	Any transit line should at its core: * improve transit times; * move a large number of people; and * be relatively low cost Smaller, standard gauge, automated trains (such as what could be implemented in alternatives 4, 5, and 6 using technology similar to Copenhagen Metro or even Vancouver Skytrain) could fulfill the first two criteria, particularly with low (2-5 minute headways). Smaller trains also allow smaller stations which can substantially lower the capital cost to building a line. It's hard to take the monorail proposals seriously (as mentioned in alternatives 1, 2, and 3). I'm not sure why these are being seriously considered.
	Burbank	91504	No	1/5/2022	I was very happy to see the six new Sepulveda pass proposals for study posted online. While there are a lot of important considerations to make, I think it's critical that you pick one that will stand the test of time — at minimum Heavy rail, not monorail. For a project that won't be ready for many years I ask that you not be distracted by BYD's misleading cost "savings" and faulty ridership estimates that require station sizes not factored into their proposals. For the future of the city I hope that METRO takes a bold stance and invests in the best plan, not the cheapest one.
	Los Angeles	90041	No	1/5/2022	I strongly suggest a heavy rail line. It's annoying how the published numbers are misleading for the public to believe a monorail has higher capacity than a heavy rail line. AS COOL AS A MONORAIL WOULD BE it doesn't make sense. Thanks for you time. Can't wait for new public transit to UCLA!
			No	1/5/2022	Hi! I just wanted to express support for heavy rail. I live off of westwood and santa monica and would love for this to be a real option for me. Thanks! -
		91206	No	1/5/2022	I commute to for the San Fernando Valley (Glendale) to Santa Monica and regularly take the Sepulveda pass. I highly favor and encourage metro to adopt the heavy rail options, either option 4 or 5 due the ability to move more people at peak travel times. I would give anything to have a consistent and reliable commute, and I think this may be a real viable solution!
		0	No	1/5/2022	Please do not build monorail. Going for the higher capacity and global standardised format of heavy rail makes more commercial sense - wider availability and room for expansion. In addition, Monorail alternatives 1,2 and 3 have terrible connection to other lines, which is vital to a cohesive transit network. Support alternative 4 or 5.
	Monterey Park	91755	No	1/5/2022	Do not select the monorail. It is hostile to pedestrians, will not integrate as well, and has less room for growth. This line is too important to take a half-measure and risk messing up just for a slightly lower price tag and because it will please the wealthy who live in the area. Heavy rail going all the way to UCLA and the airport is necessary.
	Canoga Park	91303	No	1/5/2022	What I wish is for a heavy rail line with consistent service to connect the San Fernando Valley with not only West LA but up to the expo and future purple line to be able to create a much more connected transit system that would open up not only job opportunities for some of us but also clear up congestion on the 405 as well as being better for our environment.
		91040	No	1/5/2022	I like the heavy rail proposals, something like proposal 6 would be ideal if it wasn't using the legacy building method it seems to use. As written 4 and 5 look relatively equally appealing and whichever has fewer roadblocks would be my preference. The monorail proposals simply do not support the future need of the line with their significantly limited expansion capacity and the high cost of that expansion.

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			No	1/5/2022	Hello, I live in LA County. I want to make a public comment on the Sepulveda line alternative proposals. Please do not consider a monorail, and choose heavy rail over monorail. Specifically, please choose alternatives 4 or 5. Do not let wealthy homeowners make decisions that would harm the entire community. Heavy rail is more pedestrian friendly, integrates better into the existing transit system, and can be transformed to max capacity for much less money than transforming the monorail to max capacity. Best,
		90094	No	1/5/2022	I wish LA had a world class transit system, and I believe underground heavy rail is the best investment we can make towards that goal. I suggest alternative 5.
	venice	90291	No	1/5/2022	Hello! As an active metro rider and west side resident, I am extremely invested in the Sepulveda Transit Corridor project. After spending some time learning about the potential route options, I would like to strongly endorse heavy rail alternatives over monorail, specifically alternatives 4 and 5. There appear to be all sorts of hidden costs that will balloon the budget of the monorail alternatives. In addition, I really like the high-end capacity of the heavy rail alternatives 4 and 5 (around 27k) over the lower high-end capacity of the monorail alternatives (around 19k). This is a route that will be integral to the LA Metro system for decades, and I believe choosing the "cheaper" monorail option with lower capacity will be an incredible disservice to future Angelenos.
	Alhambra	91801	No	1/5/2022	I believe that alternative five is the most viable option, especially considering that heavy rail has less technical difficulties when it comes to problems with service, repair, etc. Heavy rail also has the potential for increased capacity over the monorail options, and since this line will probably be one of the most busy in the network, heavy rail ought to be used in this instance. Thank you so much for considering public opinion!
	Van Nuys	91406	No	1/5/2022	What i'd like to see is a heavy rail project from the valley to the west side. Reviewing the alternative options, alternative 5 would be ideal, alternative 4 would also work. Putting the line underground at Sepulveda through the valley seems like it makes a lot of sense. As a homeowner in the valley who currently refuses to look for work on the west side due to traffic adding this connection would be a game changer and open up access to a part of the city that is currently only accessible by sitting in traffic or a slow bumpy bus ride.
	San Pedro	90731	No	1/5/2022	Hello all, Please only consider heavy rail options here. Monorail is a scam and will not serve anyone of us; it sure works great at Disneyland but we are not a themepark; we are a city that deserves good heavy rail. I urge you to look past marketing and look at science. HRT is the best.
	Los Angeles	90046	No	1/5/2022	Please study alternative 4 or 5! NO MONORAIL. We need real connectivity and passenger throughput.
			No	1/5/2022	Hi, I'm an LA resident and Metro rider and I would like to quickly register my support for Metro's Heavy Rail plans for the Sepulveda Pass. Alternatives 4 or 5 seem to me to be the best fit for the region and future. Thank you for your work in improving this city.
	Paramount	90723	No	1/5/2022	I like that metro is emphasizing connectivity in this sepuveda pass project, especially with connection to the UCLA campus. As a student who struggled with commuting by car and spending an inordinate amount of time finding parking, this project is a godsend for making this commute much more palatable. That being said I think metro should spend the effort and money to get this right. Population growth in the next couple of decades means we should definitely emphasize the concepts that provide the largest capability for increased capacity. In addition I wish that metro will require that the bidding contractors more concretely communicate costs to the public in a effort for full accountability. I say this because I have serious concerns about underbidding for the monorail concepts that are not very transparent in their cost estimates for route options most likely to be built. In addition I have concerns about the connectivity of the monorail options and how the long transfer distances will have on ridership. I think the bidding contractors should address these long transfer times/distances within their final proposal, perhaps including people movers or bus options to mitigate this, along with making the final price tag include these mitigation costs. This transparency will mean all the difference years from now when we need to justify the following phases of the project to LAX.
	Long Beach	90802	No	1/5/2022	I would like to offer my support for Alternative 4. It uses proven heavy rail technology that can be easily serviced and expanded, includes a centrally located station to effectively serve the UCLA campus, and offers a more cost effective aerial alignment through the Valley.
	Los Angeles	90095	No	1/5/2022	I suggest avoiding the monorail option at all costs. Monorail systems are questionable as a form of public transportation. The idea of not having a stop at UCLA is nothing short of ridiculous - the station would easily be the highest in ridership of the entire line. Considering the cost of the project, the public should get a system that is reliable and effective. I support either option 4 or 5. Both are heavy rail, both stop at UCLA and have a far better connection to the Purple Line then the monorail alternative.
	San Diego	92111	No	1/5/2022	Hi, I am a high school student living in San Diego but s perspective student at UCLA. I want this rail line to be in existence so that when I graduate if I do get into UCLA I will have a good way of getting around the city. I like that the city is finally investing in a good public transportation system, as it is much needed in the LA area. I hope that y'all keep the station at UCLA, that would be super convenient having a stop right in campus. If there was one thing I could suggest it is, whatever you do PLEASE DO NOT DO A MONORAIL. I think the best options are high density stations on heavy rail in a subway. Thank you for allowing me to give my input!
	San Pedro	90731	No	1/5/2022	As a legacy rider of the Metro - since the age of 8 - rail lines have been a primary mode of transportation across LA for most of my life, making the Sepulveda Transit Corridor one of particular interest to me. Having friends in the Valley and across the Westside, Proposals 4 and 5 stick out as great options for developing the Sepulveda Transit Corridor! I often wish that there was an easy way for me to see my friends in Sawtelle, UCLA, and Sherman Oaks on a more regular basis, especially commuting from the South Bay. Proposals 4 and 5 specifically stand out to me also because of the capacity they are not only able to have for future-proofing but also the more efficient headway they can attain over the Monorail options. I suggest consideration of the heavy rail options specifically so that we can re-invent our city as one focused again on transportation accessibility and potential.
	Los Angeles	90008	No	1/5/2022	Yes to Heavy Rail, NO TO MONORAIL. Prefer Option 6.

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	Los Angeles	90017	No	1/5/2022	The monorail alternatives are unsuitable for the corridor alignment. Based on Metro's own analysis of the Green Line, it makes no sense to build through freeway alignments - these stations are hard to get to, have poor active transportation access, and are unpleasant experiences that further emphasize that Metro doesn't take passenger experience seriously. The monorail options also opt for long transfer times between lines that seriously suppress ridership. Serious equity problems would be concerning here, re-emphasizing that Metro does not treat its public transportation users with the same quality of service as its freeway users. Furthermore, a non-through connection to UCLA should be entirely off the table. The alignment should fully capture possible ridership from UCLA Alternatives 4 and 5 are the only two alternatives that offer an appropriate Sepulveda Pass line for an actual intended-for-use metro system. As a proud public transportation user, I strongly urge Metro to only seriously consider Alternatives 4 and 5 - good systems cost money, and the lifelong effects of having an initially cheaper yet inadequate-for-use line will have severe ramifications on the longterm viability of public transportation in Los Angeles.
	Los Angeles	90039	No	1/5/2022	I strongly suggest you select from proposals 4, 5 or 6. A monorail would be an utterly foolish boondoggle, and your legacies will be forever marred as either corrupt or inept for having been swayed to select them. Heavy rail is cheaper, faster, more efficient, more easily integrated, easier to upgrade and has a higher capacity. There is precisely zero reason to even consider the monorail option, unless someone is lining your pockets to do so. Do what's right for the city.
	Los Angeles	90039	No	1/5/2022	The Sepulveda corridor needs to be heavy rail (options 4,5, or 6) and NOT a monorail. We need as much passenger capacity as possible though that busy corridor. Only heavy rail can provide that.
	North Hollywood	91606	No	1/5/2022	Please go with a heavy rail option and not a monorail. UCLA needs a direct station. Thank you.
		90003	No	1/5/2022	Hello, I wish that Metro seriously consider the heavy rail option over the monorail options. Heavy rail will be an investment in the future becase it has higher capacity and will allow for more trains per hour. THank you
	West Hollywood	90069	No	1/5/2022	I support using heavy rail,and options 4 and 5 specifically due to the terminus location on the westside.
		90042	No	1/5/2022	I like the Heavy rail options P4 and P5, and am absolutely opposed to the monorail option. The monorail has lower max capacity and results in nonsensical transfers. I would like to see if it is possible to combine the Heavy rail capacities from P4 and P5 with the alignment of P6, but otherwise I would prefer P4 and P5
		90002	No	1/5/2022	I am very excited about Metro's plans to bring more public transit to Los Angeles. I am in favor of the heavy rail alternatives, especially alternatives 4 and 5. Monorail does not have the rider capacity that heavy rail offers and bus connections will greatly reduce ridership on the Sepulveda line. It's so much easier and more accessible to be able to take a train as close to your destination as possible with as little need for transfers as possible. I hope this project will continue to make headway and support Los Angeles's vision for a car-free future. A better future is possible and we're taking the train there!
		91401	No	1/5/2022	As a current valley resident, I think having a station close to UCLA campus is a must. It would increase ridership, give students and staff easy access to the system, and improve many peoples commutes. Having the station further away or making riders use a bus route would greatly discourage ridership. Thanks for reading my comment :)
	Los Angeles	90049	No	1/5/2022	I strongly favor the heavy rail alternatives. It is a faster option. I also do not want a bus transfer and think that the airport connection line is critical and should be added back into the plan.
	Culver City	90230	No	1/5/2022	I would prefer to see the heavy rail option-- I travel to the valley often and would be more in favor of heavy rail, and am especially excited to see it connect all the way down to the Expo line eventually!
	Chicago	60607	No	1/5/2022	Option 4 or option 6 but under no circumstance should we do monorail
	Chicago	60642	No	1/5/2022	Option #4 or option #6 would be way better as monorail has proven to fail, PLEASE NO MONORAIL
	Los Angeles	90034	No	1/5/2022	Hello, I strongly support the heavy rail options, specifically proposals 4 and 5. Not only does it have greater capacity, but it allows for greater flexibility in connecting this line to other existing lines and going down to the airport. I think convenience and the ability to access different lines will ensure folks consider using public transportation and proposals 4 and 5 - the heavy rail options seem best equipped to do this. I proudly live in West LA and I hope that the heavy rail options are chosen as I know it will make it more likely for myself and family to use Metro in the future. Thank You,
	Los Angeles	90019	No	1/5/2022	I support the heavy rail options, and a station at UCLA is an absolute must
		91748	No	1/5/2022	I like all three heavy rail alternatives (alternatives 4, 5, and 6), particularly 4 and 5. I would like a station at UCLA without need for an extra transfer in order to maximize ridership. I also like the long term maintenance of a heavy rail system (that is compatible with other widely used technologies), rather than a specialized monorail system.
	Culver City	90230	No	1/5/2022	I would like to use alternative 4 or 5. Use heavy rail do not use monorail.
	Long Beach	90803	No	1/5/2022	Heavy rail, no monorail - make something which can be upgraded and tie into larger systems
	Fargo	58102	No	1/5/2022	Option 6 should be the chosen option. It provides very high quality connections to the other lines and truly fulfills its purpose to funnel people across the pass. This is a very good option and should be the chosen option. The monorail proposals are laughable and I can't believe they made it past the proposal stage. The $6.1 billion listed cost isn't even the actual cost required to get a station to UCLA with that being an extra $2.1 billion and the platforms aren't even built for longer than 6 car trains to begin with. With this and, the fact it runs in the i405 median for a lot of it, requiring many remediations to line up with Caltrans requirements and the fact that the transfer stations often require 5 minute or pinger walk to get to the line it is supposed to connect with, and you're left with a project that costs upwards of $10 billion,

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					close to the cost of the heavy rail and this is an incredibly inferior option to the heavy rail options. Please dear god do not make me fly to LA and protest outside metro headquarters until you reverse your decision to be heavy rail.
	Lake Forest	92630	No	1/5/2022	I would like to comment in support of the heavy rail options. A faster travel time essential to attain a healthy ridership!
			No	1/5/2022	I am in favor of proposals 4 and 5 for the sepulveda heavy rail project. PLEASE NO MONORAIL Best regards,
	Inglewood	90303	No	1/5/2022	What I wish is that Metro deeply consider heavy rail over monorail. The options for monorail are just not the best fit in regards to making connections to existing Metro light rail stations. Connections should not be a long walk or even a bus connection that may not be at all effective during rush hours or inclement weather. I suggest we consider building heavy rail to ensure the line can be adequately maintained while being cost-effective at accommodating the high capacity of riders. Cleveland, DC, Atlanta, and Philadelphia are prime examples of heavy rail usage for regional subway transit. We need to bring those designs and engineering to the Sepulveda corridor.
	Los Angeles	90045	No	1/5/2022	Please ensure that whatever route option you decide to do, that it is Heavy Rail. Monorail won't be efficient or wise for this application. If we want to be a world class city, heavy rail is the way to go.
			No	1/5/2022	Hello I saw the proposals that you guys have to offer and I believe proposal 4 and 5 are the best and the one that you guys should cut is mono rail :) I take the metro everywhere and use it as transpiration and I feel like that would make a huge impact
	LOS ANGELES	90064	No	1/5/2022	The heavy rail (alt 4 or 5) options make sense. Monorail option are slower with less capacity, awkward station locations and worse transfer points between existing lines. If the goal is to do less tunneling than just put the heavy rail ariel as much as possible. I would like to see the line built in phases to allow opening certain sections sooner like the current D line is being built. Connecting the D, E and UCLA as a phase 1 could be realistic to happen by 2028 for the Olympics while the rest of the line tunneling through mountain between the Valley and Westside is worked on which could easily hit extra delays. Also the future extension to LAX needs to be fast tracked it cannot wait til 2040. A heavy rail line from LAX to UCLA would be the most used line for the Olympics and reduce a traffic nightmare the 405 will become during the games.
	Sherman Oaks	91423	No	1/5/2022	For the future of LA, option 4 or 5, an actual train please. More capacity for the future. Yes, people complain when change happens. We need to push forward.
		91335	No	1/5/2022	Please go option 4. No to monorails!!
	Los Angeles	90029	No	1/5/2022	I'm in favor of heavy rail-- alternatives 4 and 5.
	Los Angeles	90056	No	1/5/2022	What I wish is that we do not use monorail. I would like option 4 or 5 to be used. The options built by Bechtel.
	Pasadena	91105	No	1/5/2022	Hello, I am writing to express my support for options 4 or 5 for the Sepulveda line. Heavy rail is needed, and I do not believe that monorail is feasible for this line. Thank you,
			No	1/5/2022	Has the Simpsons taught us nothing? Also, I grew up in Detroit and the People Mover was a bust and a joke from the moment it went into operation. Has Detroit taught us nothing? Thanks,
	Pasadena	91105	No	1/5/2022	I support options 4 or 5. Heavy rail is needed, not monorail.
			No	1/5/2022	Hello, I am a resident of the greater Los Angeles area and transit is a very important issue for me. LA needs to reduce transit times, which is why it is important that we do not choose a monorail option for the sepulveda line. Heavy rail has a higher carrying capacity, so monorail makes no sense. Please do not choose options 1,2, or 3 because they would implement inferior monorail which would have a lower carrying capacity compared with options 4,5, or 6. Maximizing carrying capacity is the whole point of building new transit lines, so a monorail option would not make sense. Sincerely,
	Los Angeles	90016	No	1/5/2022	Hello, I would like to voice my support for alternatives 4 and 5 for the Sepulveda line. I believe heavy rail is the best option for this line.
	Los angeles	90034	No	1/5/2022	Heavy rail should be the only serious consideration. Alignment 6 will serve the most people but only if it is done with the new rail cars. Otherwise alignment 4 is the best option.
		90706	No	1/5/2022	I strongly OPPOSE the Monorail option. NO MONORAIL. I strongly SUPPORT Alternative 4 or 5 HEAVY RAIL. Building Heavy Rail stations near walkable population centers is crucial. Transit is only useful if you can get to it by walking or biking. Thank you for your time.
	West Hollywood	90046	No	1/5/2022	Please choose to build one of the Heavy Rail alternatives, not the monorail. It will be better for all the residents of Los Angeles to invest in a practical rail line with great connections like the heavy rail alternatives.
	Los Angeles	90066	No	1/5/2022	I believe that options 4, 5, and 6 are best suited to fit the westside and valley needs for public transportation both now and in the future. Heavy rail is the best option for future proofing and creating a coherent metro rail system.
	los angeles	90006	No	1/5/2022	I wish this will be heavy rail. It makes the most sense by far
		91106	No	1/5/2022	Union Station -> Purple Line -> 10 mile bike ride to UCLA) and experienced our disconnected, inconvenient and hostile (freeway placed Metro Stations) mass transit system I support options 5 & 4 for future generations. The monorail and freeway adjacent proposals are garbage.
	Los Angeles	90025	No	1/5/2022	Heavy rail for Sepulveda transit corridor please!

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	Inglewood	90301	No	1/5/2022	I think that heavy rail would be the best option, since it can get us the commuters to one way and back faster and more efficiently. As a frequent transit user, I value those travel times and capacity on the trains is also a big deal for me, since it often gets crowded.
	Pomona	91767	No	1/5/2022	would I like to see is options 4 or 5 move forward with heavy rail!
		91601	No	1/5/2022	I vote for Option #6. This option allows for better integration with the Van Nuys MetroLink Station, the Van Nuys Orange Line Station, and supplements the future locally focused Van Nuys Light Rail with a more regionally focused connector to the rest of the Metro system. Van Nuys Boulevard also has more surrounding density than Sepulveda Boulevard and isn't directly parallel with a massive highway like the 405, likely leading to higher ridership. Ideally, I wish this new line could go all the way north to San Fernando for a one train ride all the way down to LAX, making a Van Nuys Light Rail unnecessary. A light rail could then be built on Reseda Boulevard instead to connect CSUN to the Orange Line, which would be converted to light rail as well.
		90210	No	1/5/2022	Alt: 4 or 5. Aligns with other Metro rail projects and serves UCLA appropriately.
		32931	No	1/5/2022	While I don't live in LA. I have previously lived in LA and may likely return to the city in the future. I prefer the heavy rail options with alternative 4 being my favorite option. The heavy rail is the more practical option and allows for much more easy hopeful future expansion of the system. I would feel much more comfortable using a heavy rail line over a monorail too.
	Sherman Oaks	91423	No	1/5/2022	Use Heavy Rail Go with option 5
			No	1/5/2022	Hi There, I'm a homeowner in Van Nuys who is writing in support for a heavy rail line (instead of a monorail) for the new Sepulveda line being built. Thank you,
	Van Nuys	91405	No	1/5/2022	I'm writing to support the HEAVY RAIL for the Sepulveda pass.
		90004	No	1/5/2022	This project needs to be heavy rail. This is the busiest travel corridor in the city and the fact that monorail is even being considered is a joke. This isn't Disneyland or an episode of The Simpsons. Let's be the world class city we're supposed to be and get heavy rail built.
	Toluca Lake	91602	No	1/5/2022	Hello, I was not sure if my previous comment went through. It would greatly help the city if this line were a heavy rail line. Heavy rail is faster, more efficient, and less of an eyesore. This line will be as important as the B(red) line for the westside.
	Manhattan Beach	90266	No	1/5/2022	I support options 4 and 5 for heavy rail
	Sherman Oaks	91403	No	1/5/2022	I can't imagine anyone with intelligence or forethought would put a traffic-relief option anywhere near the 405 or Sepulveda. When San Andreas breaks, or if there is a terrorist action along the Pass, it would remove all 3 means of transportation through the Pass; therefore crippling our city's transportation from North to South for at least year. I live in the Pass - and if the 405 is down, the commuters take Sepulveda. If Sepulveda is down traffic is heavier on the 405. If the bridges are out and Sepulveda is compromised - there would be NO way for trucks/commuters to travel. Put the train further East so we can maintain at least one transportation route in an emergency. I pray not terrorist action happens - but San Andreas WILL happen... its just a matter of time and our bridges will probably not withstand that kind of action.
	MONROVIA	91016	No	1/5/2022	What I like is the heavy rail/elevated portion proposal. It is the one that makes most sense and one that I feel Metro will benefit most from as it sets to change people's habits towards transportation. This is the best choice. The monorail idea should not be an option for LA county's population of 10 million. It is bad as the light rail proposal that got scrapped. This is the chance Metro has to get it right. I suggest and wish for heavy rail/aerial portion to be the proposal chosen. It could be extended and combined with the Purple line to go to LAX.
	Northridge	91326	No	1/5/2022	Please only pursue options 4 or 5, heavy rail.
	Encino	91436	No	1/5/2022	I would like to voice my support for the heavy rail options for this project (4,5,6). I have serious concerns about the monorail options station placement. Many stations are shown in freeway medians which is not ideal, and the walking transfer distances between lines seem too long. Option 1 seems like a complete non-starter because it would require buses to use the already busy intersections at the 405/Wilshire interchange. Option 2 seems like a non-starter because it would require an elevated structure on federal land next to the veterans cemetery which seems pretty bad. One idea worth considering is modifying Option 4 to go along the 405 shoulder (northbound or southbound) between approximately the 101 and Oxnard St to appease residents along Sepulveda and reduce tunneling expenses.
		20124	No	1/5/2022	While I may not be an LA area resident this project has been gaining some national attention I would still like to put my input in. The proposal of a monorail for the Sepulveda corridor shouldn't be pursued any further. The overall capacity of the monorail even with potential costly platform extensions is still lower than what Bechtal proposes. Furthermore connections with BYD Monorail are slow and barely a connection in some places like with the Orange Line & Purple Line. Connections should be simple and quickly accessible for riders, and the BYD monorail does not deliver on that. If I had a preferred alternative it would be #4 due to costs saving over #5, and #5 would also be my second preferred, but I do understand not the most pressing coming from someone not living in LA. Just please don't go for the Monorail proposals, even people from around the country can tell that it's not worth pursuing and would be a bad investment for LA's public transit. The unnecessary wasting money on a line that is a pain to use for many Angelinos and would make taking transit over driving less reasonable for many is just not worth it.
	Los Angeles	90007	No	1/5/2022	Please opt for the heavy rail option for the Sepulveda line to ensure necessary capacity for future growth
	Long Beach	90804	No	1/5/2022	As a LA county transit user i am very interested and excited about the growth of the network, with the Sepulveda line I would like to see heavy rail and am interested in alignment 4 or 5. Thank you for your time

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		90266	No	1/5/2022	Alternatives 4-6 (heavy rail) are clearly the best choices for public investment. While there are pros and cons to alternatives 4-6 (heavy rail) there is a clear case against BYD's monorail based alternatives. The proposal, as stands, clearly misrepresents the monorail's cost, convenience, and efficiency. While heavy rail proposals build room for future capacity increases into initial construction, the monorail options would require significant cost and disruption for future capacity increases. Furthermore, building an elevated monorail over the Sepulveda Pass would cause years of disruptions to one of the most congested freeways in the country. Heavy rail tunneling, by contrast, will not disrupt the 405, while providing more direct and higher capacity service once operational. The monorail proposals are inadequate for public purposes and needs, prevent serious environmental challenges, and are underpriced for how much they will realistically cost.
	Culver City	90230	No	1/5/2022	I prefer the completely underground alternatives. In the Valley, I like Alternative 6, going completely up Van Nuys Blvd. On the Westside, I like Alternative 5, going to Sepulveda station. For the future southern segment to LAX, I prefer an extension of the Purple Line down Bundy. If Alternative 6 is built on the Westside, I think it would eliminate the Purple Line extension option. Why isn't there an option with Alternative 5's Westside segment with Alternative 6's Valley segment? Also, why isn't there another station closer to Sunset? SC has 3 stations.
	Los Angeles	90049	No	1/5/2022	I am not afraid of NIMBY issues. If the right solution is to tunnel under Bel Air, then I am supportive of it. I trust that Metro will take mitigation measures and make the tunnels deep enough and any ventilation will be on public property (and not private property), and if there are displacement or property issues, Metro has the ability to pay for them. I believe money fixes the issues, so I am in favor of tunneling under Bel Air subject to Metro taking care of residents appropriately.
	woodland hills	91364	No	1/5/2022	I would like to see proposal 4 or 5 Heavy rail be adopted for the Sepulveda transit corridor. I believe this will provide the best rider experience and be able to attract new riders to public transit as the 405 corridor continues to become more traversed.
	Claremont	91711	No	1/5/2022	I think Metro should build Alternative 4. The monorail will not have sufficient capacity nor serve UCLA effectively and an automated heavy rail system is clearly necessary for what is one of the busiest transportation corridors in the region. Alternative 4 should be chosen over Alternative 5 because it would save costs and Sherman Oakes homeowners will survive.
	Los Angeles	90031	No	1/5/2022	Must connect directly to UCLA, period. No electric bus, no automated people mover. We have one chance to get this right. Alternatives 4 or 5 work best linking some Valley nodes and transit lines with UCLA and West LA. In addition, these two alternatives seem to be the best alignment for continuing the line southward to connect LAX and with the Crenshaw line.
	Los Angeles	90034	No	1/5/2022	I like the heavy rail concept. I do not like the monorail concept. In fact, no one likes the monorail concept and no one wants to see Metro waste money on building a subpar monorail that is slower with less capacity than the heavy rail option. Monorail is 100% the wrong choice for the Sepulveda Transit Corridor. You have an opportunity to create a heavy rail line that will transform mobility through the Sepulveda pass; please do not mess it up with monorail.
	Orange	92869	No	1/5/2022	Heavy Rail is the way to go. Options 4/5 seem to be the best.
	Los Angeles	90063	No	1/5/2022	What I suggest is for Metro to select alternative four or five and build heavy rail. I was a student at UCLA and would sometimes take line 720 from East Los Angeles to Westwood. Then I would have to walk or wait for a connecting bus from Wilshire Blvd to the UCLA campus. This would take about 15-20 minutes due a lack of right of way for buses. Therefore I strongly believe that any connection to Westwood/UCLA must have a connection stop at the UCLA campus for easy and convenient access to it. This means that the monorail alternatives that do not have a connection to UCLA would not be an attractive alternative to commuters. I strongly oppose building along the any freeway right of way, especially the 405. This is one of the most heavily congested freeways in this part of town. Any construction along this route would make this much worse. This is why the heavy rail options are the best during the construction. Additionally, this option would give Metro its own right of way which gives it more autonomy over the course of the route. Thank you and I look forward to using this route in the future.
	Pasadena	19035	No	1/5/2022	For the sepulveda pass, I, as a avid transit user beleive heavy rail, with connections to UCLA would be the best, and should be the only options considered.
	Encino	91436	No	1/6/2022	I live in Encino and could not be more excited for this project. My priorities in seeing it built are in order as follows: A direct UCLA station is absolutely needed. It would be one of the most used stations in the city. Please include a Sherman Oaks station or everyone who lives off the 101 will have no reasonable access. I vastly prefer heavy rail over monorail, even if heavy rail is more expensive. This line will require massive capacity and should be built with that in mind from the beginning. I will vote against any politician opposing this line or similar expansions, there are few things the city could do that would improve my quality of life as much as this. Thanks for reading, please get going on this.
	Los Angeles	90025	No	1/6/2022	I support construction of heavy rail over monorail through the Sepulveda pass. The monorail alternatives have stations along the 405, which I view as a huge negative. The rare times I've taken the C line have shown me that stations near freeways are always less convenient, noisier, and dirtier when compared to better placed stations, like the E line stations. I'm also concerned that the connections the monorail makes with the D line will also be inconvenient, especially in alternative 1. Instead, the heavy rail alternatives 4 and 5 hug Sepulveda Blvd closely, which I feel is ideal for the types of trip I'd like to make, and seem to have relatively quick transfers to the E and D lines, making them my preferred alternatives.
	Encino	91436	No	1/6/2022	I forgot to mention with my previous comment: do not give this contract to BYD. Their proposal is substantially worse in regards to connections and considering expansion and the costs quoted are a mirage.
	sylmar	91342	No	1/6/2022	The sepulvida corridor is one of the most important transit projects in the city for many decades. It is critical that the best option is selected that meet and exceed mission objectives and user experience. It is clear that the heavy rail alternatives are the only solutions that meet the needs of the city - travel time, capacity, transfer time, station locations, etc. These should be selected.

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					Even the most brief glance at the monorail proposals show that they do not meet the needs. At best they would be a bait and switch and an utter boondoggle of a project. Unrealistic cost and schedule estimates and stations too far from connections and destinations should eliminate these options immediately.
	Los Angeles	90034	No	1/6/2022	What I would like to see is this city take the traffic problem seriously. We are decades and decades behind. This project should have been started in the 80's. The waste of money that was the 405 north HOV lane construction proved it. I look forward to this, even though I'll probably be dead by the time it is approved and started. That being said, the heavy rail options are the best idea. Why have multiple styles of transportation around the city that can't connect? With heavy rail it keeps open the possibility of connecting stations in the future. Keep that in mind as you decide our cities transportation (or lack of) fate.
	West Hollywood	90046	No	1/6/2022	I would like to voice my support for Sepulveda Pass Options 4 & 5. The usage of monorail is clearly ill-equipped to handle the initial needs of the route (along with creating multiple transfer issues), but it also has almost no room to grow in terms of ridership while heavy rail can scale up massively. Please do not let the continued political influence of BYD sabotage such an integral component of Los Angeles' rail system.
	Torrance	90510	No	1/6/2022	Growing up in the 90's in the south bay and having to visit family in studio city on the weekend, I remember watching all the different people driving while stuck in traffic on the 405. I would imagine a future where we wouldn't be in our own bubbles(cars) but one where I be able to start a conversation or meet someone who experienced something similar to me while on my journey. The long term vision of what Los Angeles's transportation can be, can make many future generations have the imagined experiences I had as a child a reality and reinvigorate the lost stories of the Pacific electric system. I still have family and friends in the San Fernando valley. Being able to take a train from the south bay or nearby areas to the San Fernando Valley with no transfers will be the equivalent of the Boston MBTA's Red Line, which I used regularly while living there, and other large metropolitan main subway thoroughfares. Being able to go into town(main tourist locations i.e. Hollywood, downtown, or museum row) as well, with as few transfers from either the San Fernando Valley or the Los Angeles basin will make the experience more marketable and enjoyable for residents and tourists for many decades. Safety will be a concern of course, not just person to person safety but earthquake risks will cause concern. Parts of the route are subject to liquefaction and should be either avoided or reinforced. Please choose the best route with consideration of what needs to be done to ensure safety of riders should they be underground or overland during a major earthquake. Please consider alternatives 4 and 5 as the best options. Trains are easier and quicker to add capacity and will be cheaper in the LONG RUN! The dreams and visions of the golden age of Los Angeles and Hollywood did not cultivate from something like Chicago's overhead trains or futuristic overhead cantilevered trains but from humble, honest, and reliable street cars. Make the decision that will plant the seeds for many generations to come to experience the joy of being in the movie capital of the world, LOS ANGELES!
	Venice	90291	No	1/6/2022	Strongly support the subway version, not the monorail version. It is faster plan and will in the long run be much better for the City and area as a whole. Also hope there is adequate parking at various stops so all LA residents can use the system, not just those fortunate enough to live within walking distance.
	North Hills	91343	No	1/6/2022	Hello, I am writing to offer my thoughts on the proposed Sepulveda Transit Corridor. This transit line is sorely needed -- thousands of people drive the Sepulveda pass in the mornings and evenings to and from the San Fernando Valley (and beyond, many also come from as far as Santa Clarita and Lancaster) and the Los Angeles Basin. A safe and speedy alternative to the freeway in the form of the Sepulveda Transit Corridor is therefore increasingly necessary, especially in view of the increasing traffic loads placed on the Sepulveda Pass as a result of the increase in people living and commuting from the San Fernando Valley and beyond. While I have grown up in the Valley, I am currently a student at UC Berkeley and have seen firsthand the benefit that this project can offer. In the Bay Area I can rely on the BART's heavy rail trains to bring me (and many more people!) to most places I want to go in a timely manner. I love the BART when I use it and I believe that its very much overdue that we have a line like that here connecting Van Nuys to UCLA. Having surveyed the 6 proposed alternatives, I strongly suggest that Metro discard proposed alternatives 1, 2, and 3. Monorail cannot effectively serve the incredible demand along the proposed line (not to mention that two of these alternatives do not even provide a station for UCLA); and it certainly would not be a good idea if Metro has further expansion of this line in mind beyond a Southward expansion in Phase 2 to LAX Airport (I am particularly wishful for this line to be expanded northwards to Santa Clarita, though I recognize that this is a very expensive task). I strongly urge that among the alternative heavy rail proposals 4, 5, and 6 that the greatest consideration be given to proposals 4 and 5. I prefer alignment along Sepulveda instead of Van Nuys for the reason that (i) Sepulveda is a more central street in the San Fernando Valley (allowing better access to people from say, Northridge), (ii) Sepulveda is the closer street to the 405 freeway (a driver is more inclined to use public transport if it is easier to reach), and (iii) the proposed Sherman Oaks station location for alternatives 4 and 5 is superior to the one in 6. Between alternatives 4 and 5, I strongly hope that alternative 5 will be chosen. Being underground, it should minimize noise and address concerns from stakeholders in the Sherman Oaks community who are concerned about the noise resulting from an aerial segment. Thank you very much for listening to these thoughts.
	Los Angeles	90045	No	1/6/2022	The idea that we would construct a monorail incapable of relieving the current traffic congestion let alone the congestion of the future is shortsighted to the point of absurdity. Plans 4 or 5 should be the only options. Thank you for your time.
	Los Angeles	90066	No	1/6/2022	Alternative 5 seems like the best option for several reasons. First, it is all underground which greatly increases the street crossing times in the valley. I am annoyed during my daily commute on the E line when the train is held up at intersections. Second, alternative uses modern heavy rail instead of a monorail. Third, there is a stop at UCLA which would increase ridership.
	Los Angeles	90019	No	1/6/2022	What I wish would be if the program does NOT adopt monorail and instead adopts light rail or heavy rail for the project. It would help with integration with the overall Metro system and create a more reliable passenger experience.

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	Toluca Lake	91602	No	1/6/2022	Greetings, I am a Los Angeles city resident that would greatly benefit if the Sepulveda line were a heavy rail option. I am planning on using this line for work and to visit my westside friends. The speed at which heavy rail would get me there is unmatched. This is going to be a very very very important line to benefit the people of Los Angeles. Please reach out to me for any comments.
		90034	No	1/6/2022	I suggest that metro stops any further consideration of the monorail for this line. A monorail would be worse than no line considering how how much it'd cost and the lack of utility that BYD's proposal would provide (most of their station locations are terrible). Alternative 4 is the best option, delivering the best system but saving costs by putting it above ground in the valley.
			No	1/6/2022	This e-mail is in support of options 4 or 5, for use of heavy rail for the Refined Sepulveda Line. Please consider.
			No	1/6/2022	Dear Peter Carter, This e-mail is in support of options 4 or 5, for use of heavy rail for the Refined Sepulveda Line. Please consider. Thank you,
	Cambridge	2140	No	1/6/2022	Not a resident, but monorail is a terrible idea. Heavy rail is your only real option. Don't be morons.
	Los Angeles	90034	No	1/6/2022	Options 4 or 5 (heavy rail) are the only choices that should be considered moving forward. Light rail will not best serve this city moving into the future, as the intent here should be to connect The Valley to LAX. Heavy rail is the most scalable and highest volume option. UCLA also should be given its own direct station, not just a station and bus route. Investment upfront will save the city in the future.
		90095	No	1/6/2022	Hi, I think options 4 and 5 are best. The monorail isn't a serious option, this line needs the capacity and reliability that only heavy rail can provide. I also suggest the line be fully automated with platform screen doors. It dramatically reduces operating costs, it's safer and allows for higher flexibility. Honolulu has done it with their new system, Asia and Europe have been doing it for years, why not LA? Perhaps the best example of this is Montreal's under construction REM line, who's rolling stock is so much more modern and inviting than anything LA currently has, including the new HR4000s.
		90275	No	1/6/2022	How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines? I also have an additional question to those outlined by the South Bay Transit Group. Why did metro list alternatives 4 and 5 as having a lower final capacity than the monorail alternatives. 4 and 5 have a higher capacity because they can have headways of as little as 90 seconds if necessary. It seems misleading to people who aren't as well informed.
		90025	No	1/6/2022	Please no monorail. This transit corridor needs heavy rail to support the hundreds of thousands that would use it daily.
	granada hills	91344	No	1/6/2022	I suggest using options 4 or 5. It is critical to begin subsurface monitoring as the critical zone will be heavily impacted with excavation. I am also concerned with water quality for groundwater reservoirs, but from a transit perspective, heavy rail is most effective.
	Los Angeles	90004	No	1/7/2022	Hello, I don't own a car. I am very reliant on public transportation. The Sepulveda line will be very important for connecting the city. It is very important to me that the connection is done using heavy rail. Monorail is a terrible form of transportation; it is slower and has much less capacity. This means longer waiting times. Heavy rail is superior in every aspect. I think it's most important property is the fact that heavy rail has greater room for expansion.
	Los Angeles	90049	No	1/7/2022	Alternative 6 or any alternative with maximum HRT best serves transit riders, Angelenos, and all stakeholders.
	Pasadena	91106	No	1/7/2022	In favor of alterative 4 to build heavy rail through the sepulveda pass
	Los Angeles	90024	No	1/7/2022	The Sepulveda Transit Corridor should use use heavy rail (Alternatives 4, 5, 6). LA already has heavy rail lines, and the heavy rail alternatives would be better able to integrate with the rest of the Metro Rail system. Heavy rail has higher potential capacity and shorter travel times as well. Having a station at UCLA is an absolute must for this project to benefit the most people (particularly students such as myself) and reach its highest potential ridership, as UCLA is a hub for education and employment, with a large number of people that depend on transit. The success of the Sepulveda Transit Corridor depends on it being a heavy rail line with a station at UCLA.
			No	1/7/2022	Hey metro! Please DO NOT SELECT ANY MONORAIL ALTERNATIVES. They are expensive, deserving, and corner cutting. Also they frankly just don’t work with the needs of us riders. Alternatives 1 and 2 are ideal! Thanks for all you do.
	Anaheim	92807	No	1/7/2022	What I suggest is opting for heavy rail through either options 4 or 5. Monorail may be slightly cheaper in the short term but will hinder further expansion and is less efficient. Further, the monorail proposals have subpar connections at proposed transit points.

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	Los Angeles	90024	No	1/7/2022	An essential objective to raise ridership would be a high passenger throughput heavy rail connection at the UCLA campus itself. Therefore, what I wish is for Alternatives 4 & 5 to be strongly considered. Alternative 1 is near a major exit ramp for the 405 at Wilshire Blvd and is essentially un-walkable and un-bikeable. Therefore, Alternative 1 should be avoided. Alternative 2's automated people mover is unobstructive and may hurt businesses in Westwood Village too much. Therefore, Alternative 2 should be avoided
	Los Angeles	90025	No	1/7/2022	As a current UCLA student, I believe a station directly linking to UCLA's campus is a must for the Sepulveda Transit Corridor Project. A feeder bus or people mover system from a station off-campus will not cut it in terms of the anticipated number of students, faculty, visitors, and everyday people that will be getting on and off at Westwood. Having a heavy rail connection to the heart of campus will be a game changer for students, especially for commuters currently take long bus rides to and from classes. In addition, I do not believe any of the monorail alternatives make sense for Los Angeles, given the unproven long-term reliability of such a novel system. I am highly skeptical of BYD's ability to deliver on-time and within budget, as they are relatively inexperienced in the rail transit sector. On the other hand, heavy underground rail will accommodate more users, especially in peak hours, and would be more reliable with existing technology and expertise. Therefore, I believe Alternatives 4 and 5 are most optimal.
		90018	No	1/7/2022	Hello, I support alignments 4 and 5 which are both heavy rail options. I am a homeowner in South LA and I would use either of these alignments to get to the valley. Thank you for the opportunity to weigh in.
	Tulsa	74120	No	1/7/2022	Hello, I am a frequent visitor to LA County as I have family and friends living in West Hollywood, Pasadena, North Hollywood, UCLA, and Orange County. During Thanksgiving at my last visit, I rented a car but really wish I was able to access visits to family and friends via rail. I drove the 405 many times during my last trip and truly wish I didn't have to as it was a miserable experience (although made me feel solidarity with the other drivers) I believe any project that does not include a direct connection to UCLA campus would severely depress ridership, and requiring an additional transfer from campus to a monorail line THEN another transfer to a final destination would cause more students just to get in a car and go where they needed to go. I believe with the number of people that could use a line like this, a true Metro Heavy Rail service would be the only option to provide the capacity and convenience, with easiest and most convenient transfers to other lines. A monorail that goes along the freeway would not serve my needs as a visitor, and would be an unpleasant experience walking out from under a freeway overpass and likely a long walk to destinations and connections. Although I'm not a LAC resident, with all of my family there, I do love the place and care about its future, and I wish that there would be heavy rail to serve the Sepulveda corridor.
	Los Angeles	90014	No	1/7/2022	I strongly support any of the Heavy Rail Alternatives (4,5,6) and DO NOT support the Monorail (1,2,3). Choosing the monorail would be the worst decision Metro could make in building out a cohesive, future proof, quality network that Los Angeles deserves. A Monorail would have absolutely terrible connectivity (as we've learned with the Green / C Line when running along a Freeway). Heavy Rail would more realistically allow for better capacity, headways and the ability for Angelenos to actually get to and use the line. Heavy Rail would also allow Los Angeles to build much needed housing and office space next to the rail stops through transit oriented development. I STRONGLY support Heavy Rail Alternatives (4,5,6) and do not support the Monorail.
			No	1/7/2022	We would love to get someone to speak at our van Nuys Neighborhood Council mtg on the 12th of January 7PM. Can I chat with someone about it?
			No	1/7/2022	Please, please, please do not pursue the monorail option. We need heavy rail with a stop directly on UCLA's campus. This project needs to be done correctly. If Metro does not add a stop directly on UCLA's campus, it will be a project we all come to regret.
	Los Angeles	91311	No	1/7/2022	This projects NEEDs to be heavy rail, NOT monorail. Please do the right thing by doing what's best for working class Angelenos and not cave into the vocal minority of NIMBY homeowners in affluent areas that are opposed to this project. Please support Alternative 4 and allow us to enjoy this project during our lifetimes.
		20008	No	1/7/2022	I would like to see Alternative 4 built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line is paralleling one of the busiest highways in the country, so high capacity is necessary. They make the line cheaper than the heavy rail options by using the highway, but sacrifice ride quality and transit connections in the process. Transit connections are extremely important for a line like this, and they need to be seamless, which Alternative 4 does extremely well. Alternatives 4 and 5 serve the San Fernando Valley the best because Alternative 6 duplicates the East San Fernando Valley LRT unnecessarily whereas Alternatives 4 and 5 add a station at Sherman Way to better serve the Valley. Alternative 4 is less expensive than Alternative 5 because it is elevated over Sepulveda Blvd and takes into account Metro's current plan to move the Sepulveda G Line station directly above Sepulveda Blvd from its current location. Alternative 4 directly integrates with the new station, providing better connectivity than the rest. Not to mention that automated light metro is cheaper to maintain and easy to adjust capacity wise. Assuming 30 trains per hour (every 2.5 minutes) for monorail and 6 cars, monorail can carry 14,220 pphpd (passengers per hour per direction). To get 8 cars at 30 trains per hour for monorail (which would be 18,960 pphpd), Metro would have to extend the platforms, an expensive process. Bechtel's heavy rail proposals build in capacity for 4 car trains with 40 trains per hour from the start, which has a maximum capacity of 27,200 pphpd without doing any modifications. My only suggestion is to build the stations to be able to expand to 6 car trains in the future, so that maximum capacity for Bechtel would be 40,800 pphpd. Bechtel has also built out the original BART system, so they have experience working and building good quality infrastructure in a zone full of earthquakes.

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	Los Angeles	90044	Merged Document	1/7/2022	Hello, The purpose of the Sepulveda project should be to provide an alternative that would be faster and more convenient to driving, getting commuters to where they want to go. Therefore the best proposals are alternative 5 followed by alternative 4 and alternative 6. Alternative 4,5,6: In my opinion, the best option is Alternative 5 due to the UCLA station being at the correct location, transfers are minimal, and having a high capacity necessary to meeting the growing challenges of LA. The cost seems to be more realistic and it would save the city money in the long run as the single-bore tunneling that Bechtel proposes. Current listed capacity of 16320 people moved per hour with 2.5 minute headways can easily increase to 90 second headways with automation in the future with 27200 people moved per hour. Alternative 4 is also a good proposal as it doesn't require tunneling on the San Fernando Valley side and would still achieve the same goals that the project promises, although this might be more difficult to get built above ground due to possible noise complaints on the San Fernando Valley residents. Alternative 6 is also good as it has the same benefits as 4-5, but it is less attractive due to using legacy trains. I think that having the most important part of this transit corridor is to keep transfers between lines like the E line/D Line and this proposed line to be as smooth and easy for the commuter as possible to encourage more riders and decrease confusion on the line. Overall, heavy rail is the best option due to it being able to go underground at a lower cost compared to monorail. Why Alternatives 1-3 do not work: I do not like the alternative 1 and 2 due to lengthy extra transfers like the bus and people mover respectively, which adds time and discourages ridership, and the most important stations on this line will be the Metro G line Sepulveda Station and UCLA station. This section needs high capacity and a bus that clogs the streets or a low capacity people mover just isn't going to work. In addition, Alternative 3 will be prohibitively expensive due to the unforseen costs of putting monorail underground and whoever approves that will be voted out. In addition, fires in the Sepulveda pass might shut down the above ground options and the risks do not seem to outweigh the benefits. Lastly, the max capacities for alternatives 1-3 don't seem to match the monorail station layouts as BYD only has stations designed for 6 car trains when more money has to be spent for building 8 car monorail stations. The alternatives 4-6 do not have this issue as the stations are built with max capacity in mind due to increased headways. Overall, I support Alternatives 4 and 5 due to this project being so important to the LA community, and showing to the world that LA is making a statement on making the quality of life for its people better.
		90275	No	1/7/2022	These are the questions that the South Bay Transit Group came up with and I would like answered. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines?
		90275	No	1/7/2022	I would like this answered by the EIR. I got them from the South Zaby Transit Group. How much faster would the 405 freeway become due to these projects? How much will the project decrease emissions? How would the differences in ridership between monorail and heavy rail affect car emissions? How much will the construction of the monorail affect traffic on the 405? What is the speed difference on the 405 between monorail and heavy rail due to the monorail's decreased capacity? How would the difference in automobile speeds between the two rail types affect the fuel consumption of cars on the 405? How does the difference in speeds add up to a total amount of time saved for drivers on the 405? What is the difference in this time saved between monorail and heavy rail? How will noise and air pollution affect the health and well being of the riders that take the train in freeway adjacent stations? Is there a potential for riders to develop asthma, hearing loss, or mental illness from this pollution? How many riders could develop this issue? What is the difference in walk times for transfers between each alternative? How will these changes in travel time affect ridership? How much would the changes in ridership affect car emissions? How will these changes in travel time affect the regional economy? How would an APM or electric bus line affect the ridership of UCLA? How would the difference in ridership affect car emissions? How would it affect the economy? How can the cost savings of elevated heavy rail vs tunneled heavy rail in alternatives 4 and 5 be used to accelerate other projects? How does that translate to the economy? How does that translate to decreasing emissions? How will the monorail impact the line of sight of drivers on the 405? How will this impact accident counts? How many of these new accidents will cause fatalities? How

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					will these new potential accidents slow down traffic? How will this traffic slow down affect emissions? How much will the project be delayed by potential mitigations with Caltrans for violating the line of sight guidelines?
	Los Angeles	90029-2803	No	1/7/2022	I wanted to add my support for all of the heavy rail alternatives (4, 5, 6) that you all have presented. Alternatives 1 & 2 in particular do not adequately serve UCLA and Westwood, which likely would be two of the busiest stations in the network once built. And, freeway-running trains are just hellish for riders–just a terrible experience if we're trying to get more people to ride Metro. I like the frequencies proposed that you're considering as part of Alts 4 & 5, but I think Alternative 6's route, both in the Valley and its terminus at Bundy, is superior for connectivity. The terminus at Bundy is especially more useful for the purpose of making the Westside more accessible by rail. I used to take the 720 to Bundy/Wilshire daily, so I am very familiar with this area–it's much closer to housing, jobs and other retail and is more of a destination in its own right than where the Sepulveda station would be. This terminus makes this train more accessible to people working and living in Santa Monica as well. I'd like to see an option perhaps where we consider the best parts of 4 (tech, frequency, cost) with as much of 6's route (in particular, the Bundy terminus) as possible. Thank you for reading my comments!
		90025	No	1/7/2022	Must be subway. Stop at UCLA and Bundy/Expo. Much needed. Don't cheap out.
	Redondo Beach	90278	No	1/7/2022	Hello Metro Project Managers, I support the heavy rail alignments over the monorail alignment because they will best meet the projects goals by having the highest ridership. The monorail stations would be located close to the 405 freeway, away from dense areas, and consequently would have lower ridership. This is similar to the C Line in the middle of the freeway versus the E line which has stops in the middle of dense areas. The E Line ridership is much higher. Metro should not incentivize development next to freeways. Also, this project must have a direct stop on the campus of UCLA to be successful. I prefer alignment 6 over 4 and 5 because of the same reasons. However I would like to see an alternative following alignment 6 and using the Bectel technology. This would allow for more frequent headways, higher capacity, and lower construction and operating costs. Thank you for all your work to make this project possible.
			No	1/7/2022	As a property owner in this area. I am completely against this project. We are currently bombarded with homeless people. We are losing our businesses in our neighborhood and now you want to take people out of their home and now you want to bring a link that will add more homeless and more robberies into our neighborhood. We already have free buses the homeless use to go from one part of the city to the next. Why don't you put our taxpayer money into better use. Do you really think the 405 will not be as crowded? You can build mentally ill facilities and have intervention for these homeless people instead of making another mistake that could never be corrected. Put the money into a bullet train that will go to San Francisco and or Sacramento as the Other countries have been using for years. We in this country are so behind in our times while other countries advance us exponentially.
		90401	No	1/7/2022	Please do not do monorail. Option 6 is the best.
	Huntington Park	90255	No	1/7/2022	What I like is being able to travel to the Valley. I suggest alternative 5 because of using Bechdel's technology and believe heavy rail is better than monorail. I feel heavy rail is more reliable and the heavy rail's transfers and stations (like the G line) are better than the monorail. I wish to have a UCLA station. I live near a proposed WSAB station and would appreciate using a rail connection to the Valley. I also work in the West side.
			No	1/7/2022	Hey Metro, The most important thing to me is that this project is a subway and not a monorail. Alternative 4 or 5 would be best for me. Thanks!
	Bell Canyon	91307-1046	No	1/7/2022	Please design system for compatibility with existing Red and Purple line equipment to allow smooth integration into current system and flexibility in train routes and maintenance facilities!
		90230	No	1/7/2022	Pick one of the heavy rail options. I would also like to see Option 6 (heavy rail) studied with Bechtel's automated technology for heavy rail, rather than Metro's legacy heavy rail technology. In other words, I would like Metro to engage with Bechtel on Option 6.
		90026	No	1/7/2022	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Palmdale	93550	No	1/7/2022	What I suggest in the event of train failure on elevated tracks for those who are wheelchair bound; a contingency mechanical device to assist in their evacuation that is efficient, safe, and respectful of their physical condition.

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			No	1/8/2022	Greetings,Thank you for the opportunity to allow the general public to comment on the various alternatives proposed for the Sepulveda Transit Corridor project. For this corridor, I suggest choosing alternatives 4, 5, or 6. All three of these alternatives provide a heavy rail option away from the Interstate 405 corridor. The other three alternatives, 1, 2, and 3, have stations alongside Interstate 405. From personal experience, stations located right along highways, especially busy ones such as Interstate 405, are noisy and uncomfortable for passengers to wait at and may deter passengers from using these stations. The other alternatives also use a monorail instead of heavy rail, which is what the rest of the Metro Rail network uses. Using heavy rail for the Sepulveda corridor will provide standardization of rolling stock across the network and trains can be swapped from other lines if deemed necessary. I hope these comments assist you in proceeding forward with this project. Thank you,
	los angeles	90006	No	1/8/2022	I have a couple of problems with the monorail proposals. The cost of maintaining the monorail is going to be far higher than the heavy rail. The monorail stops are too far away from the locations of the places that the stations will be named after. I have not seen too many successes with a monorail in the United States. If I am not wrong, the Las Vegas Monorail Company went bankrupt and other monorail attempts (except Disney Theme Parks) were not that good of success. The listed passenger capacity is misleading to the public as the monorail is actually projected to not be able to carry that many people in max configuration. I would like to suggest Metro rerelease the details with the actual numbers that make more sense. The Sepulveda Transit Corridor is one of the projects I wanted to see happen since I was a little kid, I am excited to see this happening. Please do not make this project with something that does not make sense but build it with something more reliable so more expansion can occur in the future.
	Los Angeles	90068	No	1/8/2022	I would like to see Alternative 4 built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line is paralleling one of the busiest highways in the country, so high capacity and low headways are necessary. They make the monorail appear cheaper than the heavy rail options by using the highway, but they sacrifice ride quality and transit connections in the process, both of which are extremely important for a line like this. Transfers need to be seamless, which Alternative 4 does extremely well. Alternatives 4 and 5 serve the San Fernando Valley the best because Alternative 6 duplicates the East San Fernando Valley LRT unnecessarily whereas Alternatives 4 and 5 add a station at Sherman Way to better serve the Valley. Alternative 4 is less expensive than Alternative 5 because it is elevated over Sepulveda Blvd and takes into account Metro's current plan to move the Sepulveda G Line station directly above Sepulveda Blvd from its current location. Alternative 4 directly integrates with the new station, providing better connectivity than the rest. Not to mention that automated light metro is cheaper to maintain and easy to adjust capacity wise. Assuming 30 trains per hour (every 2.5 minutes) for monorail and 6 cars, monorail can carry 14,220 pphpd (passengers per hour per direction). To get 8 cars at 30 trains per hour for monorail (which would be 18,960 pphpd), Metro would have to extend the platforms, an expensive process. Bechtel's heavy rail proposals build in capacity for 4 car trains with 40 trains per hour from the start, which has a maximum capacity of 27,200 pphpd without doing any modifications. My only suggestion is to build the stations to be able to expand to 6 car trains in the future, so that maximum capacity for Bechtel would be 40,800 pphpd. Bechtel has also built out the original BART system, so they have experience working and building good quality infrastructure in a zone full of earthquakes.
	Long Beach	90807	No	1/8/2022	I am very much in support of Alternative 6, followed loosely by Alternative 5. Critical in terms of the network is making the technology interoperable; here, heavy rail is the way to go due to the legacy technology of the B line. I am not a fan of the P3 envisioned in Alternative 5 - it is time for LAMetro to build the system as envisioned and for the longest term with the most robust architecture. This will most clearly be alternative 6. The LATimes expose on BYD regarding Alternatives 1-3 is deeply concerning, and Richard Traynor's expose in "Paradise Lost" about corruption at Bechtel involving alternatives 4 and 5 are equally concerning. Alternative 6 - the original plan proposed to the Prop M voters - remains the best option.
	Los Angeles	90034	No	1/8/2022	I am writing in support of the heavy rail alternatives, in particular alternative 4 or 5. These are the only plans that have the capacity to support a strong regional transit spine that the Sepulveda corridor deserves and needs. UCLA is a critical work and play node in the LA transit system and we cannot afford to go with the first three alternatives that would permanently stunt the potential of the area. Please support a heavy rail alternative, in particular 4 or 5. Thank you.
	Los Angeles	90025	No	1/8/2022	I live in the Westside where the Sepulveda Transit Project will pass through. I would like to highly discourage the alternatives 1-3 involving the monorail. The primary purpose of the Sepulveda Transit Corridor is to get as many people as possible between the Valley and the Westside and onward via other forms of transportation, and as fast as possible. Having inconvenient transfers with the D line or to UCLA defeats that purpose, especially when the transfer is projected to be the busiest in the Metro system. Stations by US-101 and the Getty Center are not in neighborhoods where people frequent, are also inconvenient to access and will not attract riders to use the new line. The monorail alternatives 1-3 include hidden costs such as lower ridership and cost of future extensions. I advocate for the heavy rail alternatives 4 or 5 because they don't have the problems listed above. While it would be nice to have an underground alignment with alternative 5, alternative 4 is more preferable because the cost difference to build tunnels may be prohibitive. The Sepulveda Transit Corridor is a difficult area to build in and this project is a once-in-a-century chance we get to improve the transit in this area and relieve the 405. Please don't give up long term benefits for short term gains.
	Los Angeles	900029	No	1/8/2022	Please ONLY consider the heavy rail options!
	Van Nuys	91405	No	1/8/2022	I like the heavy rail proposals because they put stops right where transit riders want to go, reducing transfer and last-mile times. I wish the monorail proposals more accurately highlighted that most stops are a notable distance away from desired destinations and that much money will be spent addressing I suggest that the publicized cost of the monorail proposals be properly adjusted to include the cost of the must-have UCLA station, the cost of platform extensions needed to actually reach maximum capacity, and all the hidden costs of mitigations needed to meet Caltrans guidelines along the 405.

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	Sherman Oaks	91423	No	1/8/2022	I've lived in Sherman Oaks for my entire life. I believe a heavy rail line serving the Sepulveda Transit Corridor is crucial and Metro could drastically change the lives of Angelenos for the better with this project if done correctly. The Sepulveda line, without a doubt, will be a backbone for the LA Metro system. For what it's worth, I posted on my Instagram story about the open public comment for this project, and the engagement was insane. Dozen of replies. Valley-ites are pumped for this. I'm a twenty-year college student who frequently uses LA Metro buses and rail. I've taken every line; light rail, heavy rail, bus-rapid, and critically, I've taken the 761 dozens of times, which is routed to serve similar destinations that this project would. During the day, the ride is BRUTAL. Although there are only a few stops between Sepulveda/Ventura and UCLA, the trip takes forever because of crazy traffic. Based on my experience as an LA Metro rider, my principal scoping comment is that alternatives 1-3 should be scrapped. They're not serious proposals coming from someone who lives in the area and uses LA's public transit. 1) The project MUST be heavy rail, to meet capacity and time demands for commuters and 2) the project should NOT operate in the median of the freeway because not only would the noise and pollution of a jam-packed 405 adversely impact Metro's riders, the environmental unpleasantness of the line would disincentivize ridership beyond Angelenos who simply cannot afford a car. I know facilitating that change in attitude is really important to Metro--- the system should be a convenient and enjoyable transportation option, not a last resort. SOHA likes the alignment of the line in the middle of the busiest transit corridor in the nation because they will never use this line. This project has the potential to transport hundreds of thousands of riders a day, but it has to be done right. Finally, I most prefer alternatives 5 and 6 because they allow for infill around stations, helping assuage the housing crisis in the City. I believe LA Metro has been making great strides to mobilize the region in the face of NIMBY opposition, and at a time when climate livability necessitates it. I've seen those strides and experienced them with my own eyes. I will support you throughout the completion of this project. Let's do it, and let's do it right.
		90015	No	1/8/2022	Dear LA Metro, As a regular user of LA metro rail, I am urging you to drop the monorail option from consideration for the Sepulveda Transit Corridor, and to pursue heavy rail subway. First, to maximize usefulness and potential ridership, the Sepulveda Transit Corridor must have a stop on the UCLA campus and connect directly to the D Line. Ideally, this would even allow riders to take a single train from the San Fernando Valley to Downtown. A monorail would not allow these options as it would not integrate with existing rail lines. Second, heavy rail subway trains already integrate with the rest of the metro system, allowing for more flexibility to move trains from one line to another, and eliminate the need to operate and maintain an entirely new fleet of vehicles. Third, freeway median stops such as those proposed by BYD are unpleasant for riders and result in lower ridership. Let's not repeat the same mistakes as a the C Line. Finally, BYD has a history of overpromising and underdelivering on public contracts and transit projects. Even the cost savings offered from BYD therefore appear quite suspect. Please build a fast, flexible, and rider-friendly system that brings LA's transit into the 21st century and provides a direct connection to the UCLA campus. Ditch the monorail option. Sincerely,
	Santa Monica	90405	No	1/8/2022	I support the heavy rail options being explored for this route in the order of preference: Alternative 6, Alternative 4, Alternative 5. I do not support a monorail in any form.
	South Pasadena	91030	No	1/8/2022	What I suggest you do not do is any of the Monorail Alternatives. These are not proven technologies in North America, and we should not be wasting time when a proven technology already exists. Heavy Rail IS the foundation of urban transportation around the world, and it should be in Los Angeles as well. I would also add that weird additional projects needed to connect the UCLA campus to the monorail alternatives feel weird and unnecessary. With alternatives 4-6, a stop directly on the UCLA campus would be amazing and provide the actual capacity needed. As a closing comment, please do not make the same mistakes a city in a CARTOON SHOW for KIDS made (some city named Springfield), and please DO NOT build a monorail.
	Culver City	90230	No	1/8/2022	I believe we should pursue a heavy rail option, either option four or five, using the new technology instead of the legacy. Four seems like it has a slight edge to me over five but to be honest if we're going to invest this much and finally make a line to LAX connect, Heavy rail is a better option for max capacity and future proofing over the monorail option three.
	Los Angeles	90025	No	1/8/2022	I would like to see heavy rail transit to be used for the Sepulveda Transit Corridor.
	Los Angeles	90025	No	1/8/2022	It is exceptionally important that a heavy rail is used over a monorail. Therefore, please use alternatives 4 or 5 from the proposal. In my mind, option 4 is probably the best. I would discourage use of any monorail alternatives. Thank you so much for your time.
	Van Nuys	91405	No	1/8/2022	What I suggest is for Alternative 5 due to face it is below grade while hitting much needed stops. I urge Metro to avoid BYD's monorail options since they're centered around the freeway and that would disourage me and other locals. The monorail options are very car oriented due to its station being far away from points of interest. Alternative 5 and 4 covers necessary locations and would be excellent options.
	Los Angeles	90036	No	1/8/2022	Thank you Metro for presenting and studying different options for building Sepulveda line. I just wanted to comment about my support for building one of the heavy rail options for the line. I do not think any of the proposed monorail routes are convenient or useful for getting from the valley to UCLA. Please strongly consider building heavy rail for the Sepulveda line. —Regards
	Ventura	93003	No	1/9/2022	Proposal 6 is preferred for me as a Ventura Metrolink passenger. A UCLA station (without APM or bus transfer) is a must. The slightly closer station to Santa Monica is helpful, as most points east of the 405, I would likely connect through Union station from Metrolink.
	Northridge	91325	No	1/9/2022	We need a rail line from Van nuys to Westwood that will help reduce traffic and thus emissions!
	Pomona	91767	No	1/9/2022	Hello, The UCLA and LAX portions of the 28 by '28 projects have been of great interest to me. As an alum to a UC school that was notorious for having terrible public transportation systems, I truly would like to wish, in hopes to improve the quality of quality and efficient public transportation for future college students, that Metro would accept Alternatives 4 or 5 (heavy rail options) which particularly include a direct station and stop to UCLA on the Sepulveda line. I am still pleased with the inclusion of a stop to connect to LAX, as Los Angeles county has needed more connections to LAX as a solution to relieve traffic congestion. While I cannot comment on behalf of the residents who will reside near the constructions, I believe Alternatives 5 and 6 are still good options that I fully support, and that the disturbance of constructions does not triumph over the long term benefits that Alts. 4/5 will bring to the citizens of this county. If we huff and puff about how

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					long a tree takes to grow, then we will never experience the joys of having a bountiful forest in the future. Thank you for your time,
	Woodland Hills	91364	No	1/9/2022	I wish the subway routes included a stop at Skirball/Getty. I like having a stop at UCLA campus. Monorail is untested. I am 68 and would like to ride the Subway from the Valley to LAX in my lifetime! Cut down the study time and seek waivers of CEQA and don't use Tutor Saliba. Seek more federal and state money to speed up building.
		91403	No	1/9/2022	I've recently seen published Metro's 6 refined options on the Sepulveda line. My favorite option is number 5, as it would not disturb the area in which I live while still creating transit. I think that a monorail is a terrible idea, as it would have reduced capacity and options 1 and 2 do not provide good access to UCLA, which will be the busiest station on the network. Option 4 is also fine if costs for digging under Sepulveda Blvd. are too high. Any form of monorail seems like a scam of sorts, considering the way that the capacity numbers were published; the document seems to suggest that the monorail will be of higher capacity at launch than the subway, but this isn't true as the monorail will require additional work, potentially shutting every single station, to reach peak capacity while the subway has potential additional capacity built-in. Thank you.
		94610	No	1/9/2022	Please for the love of God choose a heavy rail option. The monorail plans have severely limited capacity for ridership growwth compared to the heavy rail routes, have severely restricted interchange possibility, and don't have the option for smaller station boxes and up to 90-second headways that the Bechtel automated metro proposals feature. The monorail is not a good option for even the projected growth, and I remind you that the Expo line reached its expected 2030 ridership more than a decade before 2030. LA Metro needs to be thinking about what kind of system LA needs in 2040, 2050, and 2060, not what kind of system LA needed in 2006.
	Winchester	1890	No	1/9/2022	Make it heavy rail. Don't mess this up and make it some slower, low-capacity system to appease the NIMBYs and the bottom line. Actually invest in the future. If I'm ever going to live in LA it needs to have lots of high quality transit infrastructure. Leave the monorails to Disney World.
	South Pasadena	91030	No	1/9/2022	I believe a stop at UCLA directly is a must. No people mover and no bus connection. I also believe heavy rail will draw in more riders so i prefer option 4 given it will be cheaper than option 5.
	Los Angeles	90004	No	1/9/2022	What I like about this project is that it proposes to link the valley with the existing train system in the basin. Please do not choose the monorail plans. Choose hard rail and tunnel under most of the route. Please build quality over all else. The commuters of LA deserve the best.
	Sherman Oaks	91423	No	1/9/2022	I would prefer above ground monorail through the pass. It needs to go all the way to LAX from the Valley, preferably above ground. On the Valley side, probably underground, or up the center of Sepulveda as a trolley. And, NO pay-pass lane on the 405. It's discriminatory. Better to continue to encourage the transition to electric vehicles and multiple passengers via HOV lane.
	INGLEWOOD	90302-2814	No	1/9/2022	I strongly support building alternative 5, the predominantly underground heavy rail option. The monorail is a ridiculous proposal that should not be taken seriously. Also, Metro's overhead aerial tracks are usually hideous blights on the surrounding areas. A proper subway is the only appropriate option for a project of the scale.
	Northridge	91326	No	1/9/2022	I would like to see improved security. I feel this issue depresses the use of the Metro system due to worry re safety. I personally have minimal concern but there have been a few instances when routine patrol would have been reassuring to fellow passengers. I do enjoy riding the trains. The use has opened up more of the city. I very much look forward to the completion of this project.
	Hawthorne	90250	No	1/9/2022	I strongly suggest ignoring all of the monorail options because they will drastically limit ridership through the pass and seem to have very difficult to access stops on the west side versus the heavy rail alternatives. Heavy rail also seems to have an easier ability to expand if ridership grows. I also don't trust that BYD has put together an accurate or honest bid given what I saw in their proposal. If I had to pick one option I would suggest Alternative 5 as it seems to maximize ridership and at a surprisingly reasonable cost given how much tunneling will be needed. Thank you and I really appreciate that Metro is finally focusing on this and that the Biden administration might be helping make it possible with federal funding for the PPP.
	Los Angeles	90020	No	1/9/2022	I strongly support having the STC be heavy rail. I know this increases the budget significantly, but the payoff in terms of passenger capacity/associated traffic reduction & ease of connection to other rail lines outweigh the up-front costs. Any option that involves people-movers or bus lines to UCLA should be scrapped. If you want people to take transit, you have to make it as easy as possible, and taking multiple modes of transport to your destination is not easier than driving. UCLA is the prime population in need of transit since, as college students, they tend to be largely carless and thus most likely to use transit, so their needs have to be prioritized here, not an afterthought; if you're going to put a people-mover anywhere, send one to the Getty, NOT to UCLA. Plus I'm not all that convinced that a monorail would be cheaper to construct/operate at all, considering that it wouldn't be able to share existing maintenance yards and rolling stock. Also aside from the fact that something aerial is exposed to the sun/heat, which will be one of the biggest killers as climate change worsens, consider that the sepulveda pass is a huge fire risk area; how would something above ground fare in a fire? The benefits of heavy rail far outweigh the costs, and should be the only options considered moving forward.

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		91405	No	1/9/2022	Please go forward with the HEAVY RAIL construction and NOT the monorail. Though it may not be as scenic, a substantial more amount of people will be able to use the heavy rail, it will be much easier to make more connections to other transit options, and there will be a significant decrease in traffic on the horrendous 405. The investment will be worth it. Please opt for the heavy rail!
	Reseda	91335	No	1/9/2022	This is the Metro project I am most excited for, as it will provide a seamless connection from my area in the San Fernando Valley to the Westside of LA. I sincerely hope that Metro selects one of the heavy rail options, as they make the most sense based on capacity, convenience, and station locations. Personally I believe Alternative 5 to be the best option. I would also like to see this project expedited if possible, as this will be a real game changer for the city. Thank you,
		91030	No	1/10/2022	I am in favor of a heavy rail line on the Sepulveda pass! It will greatly help with traffic on the 405 and will have a positive impact on our city's commenters.
	VENICE	90291	No	1/10/2022	I've chosen _not_ to get a car, even though I could afford one, because investments in the Metro system have enabled me to traverse the city for the past 5 years. As a former student of UCLA and as an Engineer, I would like to see the Heavy Rail plans for the Sepulveda Line (specifically proposal 4 or 5) adopted. The Monorail proposals strike me as insufficient for several reasons: * The proposed stops reduce ridership because they are extra-ordinarily cumbersome and inconvenient for passengers, requiring long walks to transfer lines, and grotesque placement (no pedestrian wants to walk 300yards, sometimes with luggage or goods from shopping, to the middle of a freeway so they can wait in a noisy, polluted, and unfriendly liminal space). If you want to see _ridership adoption_ the heavy rail proposals do better. * The monorail doesn't match existing Metro infrastructure and will reduce systemic flexibility (train car re-use, maintenance knowledge, parts repair storage) in a way that increases yearly costs of operations. If you think want to keep costs per rider low, the heavy rail proposals do better. * The monorail constrains system growth because it lacks max capacity and suffers extended headway times. Alleviating the increasing amounts of congestion on the Sepulveda pass means getting as many people out of their cars and onto Metro, doing that means high frequency service (reduce headway times) and high volume cars, which _strongly favors_ the heavy rail proposals. Only the heavy rail options offer Metro room to scale as ridership increases. I believe in the Metro's ability to increase ridership by offering a better alternative vs sitting in congested traffic. That means frequent, high-volume service (3rd bullet above) that riders find convenient and enjoyable (1st bullet above) and which operates at a low cost (2nd bullet above). For all these reasons, the heavy rail options look vastly better than the monorail. Speaking as a regular Metro rider, I find the monorail options strictly inferior to the heavy rail proposals and encourage the committee to remove them from consideration. Additionally, We should predict that _all_ proposals will have delays and overruns, but I think these "budgetary inconveniences" will be far worse with the monorail proposals than for the heavy rail.
	Thousand Oaks	91362	No	1/10/2022	Hello, I suggest using the heavy rail option for the Sepulveda project. Heavy rail will hold more passengers, allow more stops that are important transportation centers, be more affordable in the long run as the train could use existing maintenance facilities, and be less prone to heat and fire damage. Heavy rail makes more sense. Please do it right the first time. Thank you.
	Los Angeles	90042	No	1/10/2022	I would like to urge Metro to consider using heavy rail for their project through the Sepulveda Pass instead of a monorail, because I understand that a monorail would have a significant smaller passenger capacity, no connection to existing and planned heavy rail stops in LA, be more vulnerable to heat and fire damage, and be more expensive in the long run. I would prefer for a heavy rail train that runs underground. Thank you!
	Charlottesville	22903	No	1/10/2022	I grew up in OC/LA and frequently visited family on the westside of LA and The Valley. We desperately need a public transit project that is affordable, accessible, and simple to use to convince people to ditch their cars. With these goals in mind, I support a heavy rail project for the Sepulveda Transit Corridor that will enable the most amount of people to be able to use public transit with the least amount of necessary connections in the most cost effective way possible. Please build heavy rail! No monorail! I also hope to move back to LA one day and would like to use such systems myself in the future!
	Los Angeles	90049	No	1/10/2022	I strongly suggest that no homes be taken west of the 405 in Brentwood Glen. I urge you to have a meeting with the Brentwood Glen Association.
	Redondo Beach	90278	No	1/10/2022	I believe out of the proposals, heavy rail options make the most sense. Heavy rail has been used around the world for high capacity lines while monorail systems are usually medium capacity. For such an important line with high ridership potential, it is important to build it right the first time and choose heavy rail.
		90036	No	1/10/2022	We need the heavy rail solution that directly connects to existing lines. Don't be shortsighted!!!
		90028	No	1/10/2022	If Metro is going to spend $13.8 Billion in taxpayer money and take approximately 12-15 years (or more) to complete a project of this scale, it should be a project that is futureproof, takes cars off the 405 (reducing gridlock), is free for the public to ride (since we paid for it to be built), reduces carbon emissions and requires the least amount of maintenance or potential for breakdown/repairs. Has Metro considered Hyperloop? What happened to the light rail alternative (similar to Gold Line Extension along 210 fwy)? What about creating designated bicycle lanes (California Cycleway from 1899 by Horace Dobbins)? Has Speed Rail been considered? Why was there a stop considered for the Getty Museum, but not the Skirball Museum(Is Metro anti-semitic)? Is Getty paying for construction? How does a stop at the Getty help commuters on the 405 get work or school faster (99.99% of traffic on 405)? Was Elon Musk consulted (Sounds like more visionary leadership/out of the box thinking is required)?
	Glendale	91203	No	1/10/2022	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Sherman Oaks	91403	No	1/11/2022	I strongly feel the best transit option in the Sepulveda Corridor to be a Monorail or elevated train in the middle of the 405 freeway, similar to the L (Gold) Line on the 210. The route is already dedicated to transportation, and would be less disruptive to the environment than tunneling under the mountains, and less destructive to the community than a monorail on Sepulveda Blvd., which is already a traffic nightmare.

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	Encino	91436	No	1/11/2022	Alternative 6, following the Van Nuys Blvd route S under the Santa Monica Mountains is my only choice. Heavy rail carries the most riders. The line would be a straight shot to the Westwood station. The Sepulveda Pass is already over burdened. Leave the Sepulveda Pass alone.
	North Hollywood	91601	No	1/11/2022	Hello, I have been a resident of Los Angeles for 17 years and have lived or worked in Silverlake, Los Feliz, Koreatown, North Hollywood, Pasadena and Westwood. Prior to the pandemic, I used Metro buses and railways daily both to get to work and for personal errands and outings. I relied solely on public transit as I did not own a car for 14 of those years. I am extremely excited about the prospects of a Sepulveda transit project connecting the valley to the Westside. Please find my comments below: An on-campus station at UCLA is a must. Transferring to an additional mode to get to the campus and hospital puts an unacceptable burden on transit riders. The EIR study should heavily favor alternatives with: - The shortest possible travel times. - Stress-free, accessible transfers to other transit lines. - Station locations conducive to transit-oriented development and car-free living. - The highest possible ridership capacity. - The ability to integrate with other Long Range Plan projects. -The EIR study should give a low score to alternatives with: - Stations on or adjacent to freeways. - Stations requiring long transfers. - Excessively circuitous routes and/or low-ridership stations. It is more important to get this critical infrastructure right than to get it built quickly. The EIR should underweight each alternative's cost and time of construction compared to other factors. Thank you for your hard work, and good luck.
		91377	No	1/11/2022	I prefer heavy rail over monorail
	Costa Mesa	92627	No	1/11/2022	What I like is Alternative 4 by Bechtel. I believe a heavy rail option with a tunnel under the mountains is the only solution that will have a lasting impact. Bechtel also offers a much better passenger experience with their stations being located in neighborhoods and not on a freeway median.
	Los Angeles	90057	No	1/11/2022	What I like the most out of the alternatives is number 6 due to the fact that the line shifts towards Bundy Ave. Alternative 5 does make more sense but my only issue with it is that Sepulvada you see more cars than you do with a need for transportation. What I would like to see is a BRT option along with a train to cut across from the valley to the westside. Alternative 6 could still shift over to Bundy while the BRT could run from LAX via Sepulvada to Van Nuys with a layover by the in and out on Van Nuys Blvd to connect with ESFV light rail to continue north. For future references, I like the idea of Alternative 6 running down Bundy/ Centinela to connect with stops at Santa Monica Airport/SMC 2nd campus, Venice/ Centinela (Mar Vista), then Centinela/ Jefferson, with a possible stop at Westfield Culver City mall, followed by a stop a the Howard Hughes Center and a final stop at LAX. As for the BRT, it should be treated like a rapid line via Sepulvada with stops at Wilshire, Santa Monica, Expo Line/ Pico, Olympic, National, Palms, Venice, Washington, Culver, Jefferson/ Westfield, Howard Hughes, Manchester with a final stop at LAX. I think the 60 footer buses would be appropriate for this route. I should also mention that I am against all monorail options considering that they do not come close to what heavy rail can offer as far as quick connections are concerned.
	Northridge	91325	No	1/11/2022	The overlap with the ESFV needs to be better explained. Very supportive of the on campus Station at UCLA which is very important to this project. The first 2 alternatives are non-starters.
	Palmdale	93550	No	1/11/2022	Greetings, This corridor affects more than those living in its immediate surroundings. Living in the Antelope Valley and having rode on Metro's 734, AVTA 786, and Santa Clarita Transit's 797, I am among the many county residents who have regularly traversed this corridor and have a vested interest in how it develops. This hits even more personally as I was among the advocates who held signs out in front of the Federal building in the 2008 elections to support Measure R. Not only would having an alternative that would have a Westwood station close to where I advocated be symbolic, I also believe that such an alternative is important in making the most of ridership for this line. Those alternatives that I prefer are 4, 5, and 6.
Encino Neighborhood Council	Encino	91436	Merged Document	1/11/2022	
	sherman oaks	91411	No	1/11/2022	1) Metro should continue to study subway concepts HRT 1 and HRT 2. Explain how any funding gap can be closed. How much funding does Metro expect to receive for this project from the Infrastructure Bill recently passed by congress? 2) Metro should evaluate in detail the 405 Monorail Concept for Public-Private Partnership. 3) HRT3 and MRT1 elevated concepts are completely UNACCEPTABLE.
	Los Angeles	90046	No	1/11/2022	This needed project has to actually go to UCLA directly, not by requiring a bus transfer. Also, the ridership needs the first stop in the San Fernando Valley to be at Ventura Blvd., where the walkable destinations and bus lines are -- NOT the 101 Freeway. Thank you.
	Panorama City	91402	No	1/12/2022	I would love to see another bus driving down Sepulveda. I started commuting from The Valley to Brentwood and it's sad that it takes me 1 hour 30 to 2 hours just to get to work. Also, I have to take 3 buses. It would be easier for me and my fellow commuters, if we had a bus that would go down Sepulveda and cut down our commuting time.
			No	1/12/2022	Dear Mr. Carter, Please note that I am fully in support of the heavy rail alternatives (4,5,6) for the Sepulveda Pass. Los Angeles needs a major investment in its Sepulveda Corridor and Monorail is wholly insufficient in order to achieve our goals. Thank you,
	Lancaster	93536	No	1/12/2022	Please do not build a monorail we deserve true heavy rail that can push the city into the future. Not a gimmick.

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	Santa Monica	90403	No	1/12/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 30 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/12/2022	Thank you very much. Good evening, Jody and your team. Thank you so much. This is Steven Sann, the Chairman of the Westwood Community Council. We want to just jump in and say that our council is very proud to be a part of the larger coalition, which has been recently developed with Sepulveda Transit Corridor for all coalition. And our council, our community council is part of, also, the Westside Regional Alliance of Councils, which is made up of the 14 community and neighborhood councils on the Westside. And our WAC organization overwhelmingly -- I think 13 of our councils have voted to support the concept of the on-campus UCLA station. So to jump right in, alternatives 1 and 2, we don't need to speak about them. And frankly, Metro, they need to be dismissed. They are non-starters. To build this project and not have an on-campus UCLA station, there's no reason to even consider that. I want to personally address option number 6, the heavy rail option, which is underground heavy rail, end-to-end, and I want to note that both the Red Line and the Purple Line are, of course, end-to-end subway. And since this Sepulveda Line was projected to carry existing subway routes, it seems obvious that this line more than qualifies for an end-to-end subway. In terms of what I would like to ask you to please consider, on option number 6, I think it would be important for Metro to study not only Bundy Expo as the end point line, but also Sepulveda Expo. I understand that there's a little bit of a time benefit, that is about a minute faster if it ends up at Sepulveda Expo, and I think that option needs to be studied as well. Additionally, I think that it is important to address the safety issue of tunneling. That is the elephant 12 in the room. And as you correctly noted, David, you indicated that tunneling has existed for more than 20 years. That it's very important that this line show itself to be done safely in its construction and operation. · Thank you so much.
			No	1/12/2022	Stuart Waldman, I am from the Valley Industry and Commerce Association, VICA. Our transportation committee met this morning and took some positions. We voted to support option 3, option 5, and option 6. We -- part of the reasoning behind the options, we felt that those best -- were best for the San Fernando Valley, but also connecting the San Fernando Valley to the campus of UCLA, which is something that is extremely important. I will say on a personal level, which we haven't fully taken a position on as an organization, but I do have concerns about option 4, alternative 4, that puts heavy rail down Sepulveda that would be elevated. I feel that having something like that while the Westside gets an expensive 11 subway diminishes the value of the San Fernando Valley, who, as we all know, pays a larger percentage of this tax and pays 13 for more of these projects which we've rarely ever seen. So this is an opportunity to right past wrongs by providing the Sepulveda Transit Corridor, and we're very excited about that. We appreciate all that Metro is doing here. And I would urge other San Fernando Valley residents to call in and support options 3, 5, and 6. And I look forward to hearing from other folks. Thank you.
			No	1/12/2022	Hi, my name is Aaron Harris, and I'm a lifelong Southern Californian, and I've lived in Los Angeles for 10 years. And I have joined today to boast, this is in my hopper, my opposition against the monorail alternatives. I think the monorail is great for Disneyland, but it doesn't provide the capacity for future growth that is needed for the busiest and most congested freeways in North America. I think it's going to be cheap to be -- or it's going to be expensive to try to take the cheaper option with the monorail. And we're already playing catch-up when it comes to transit. And we can expect that by the time this is built that the transit ridership will have continued to grow in that time period. And so it's ever more important that we're leveraging the technology that is best suited for future growth, and that is the automated heavy rail option. Automated heavy rail is truly the creme de la creme of transit options. It provides the best quality of service. It provides lower operational costs in the long term compared to the monorail. · And also it provides the travel times that would be far more competitive with car -- car travel along that same corridor. In terms of the alternatives, I think options 4 and 5 are certainly the best options to continue forward. I think alternative 6 would be okay, but I am confused why that is a driver-operated mode as opposed to an automated mode. The corridor is fine, but I am a little confused as to why that alternative 6 does not provide an automated option. So

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					that's a question I'd like to have answered. I think overall, Metro has decades of experience with heavy rail, and I think investing in a brand new technology, such as monorail, would provide greater risks to completion of a project and potential for boondoggles in the long run. So, once again, thank you for your time and I look forward to heavy rail on the Sepulveda corridor.
	Woodland Hills		No	1/12/2022	Jeffrey Walkan, Woodland Hills, calling to recommend for the rail that there be a stop for Getty Center. It's an important cultural landmark within the city. To bypass it just like the Red Line bypassed the Hollywood Bowl would be a mistake. Thank you.
			No	1/12/2022	Hello, Andrew Lewis, Vice President of the North Westwood Neighborhood Council, also a member of WAC, and co-authored the resolution that was mentioned earlier calling for a station at UCLA campus. I'll keep my comments quick because I know we have a lot of folks that want to talk. Put simply, I'm advocating for option 5 and 6 for this project. I think they make the most sense. As was mentioned earlier, options 1 and 2 or anything that includes a monorail should not be considered seriously, should be scrapped. It would be a complete waste of money. Further, I would like to call on Metro to explore feasibility for first-last mile options after this route is chosen to connect to the Purple Line extension on Wilshire so that folks can seamlessly connect once they get to the Westside to that line later on. But again, here to advocate most specifically for alternative 6 for this project. And thank you for having these scoping meetings and listening to the public. I greatly appreciate it.
			No	1/12/2022	Got it. Got it. All right. I'm just going to go ahead and start. My name is Izzy Sandburg. I'm a resident of the San Fernando Valley, transit enthusiast, and alumni from UCLA. I'd like to go ahead and start by, again, reiterating what the past commenters have said, options 1, 2, and 3, the monorail options are non-starters. And then, again, I'm sure it would be unfortunate in the short-sighted investments in the communities, not only within the San Fernando Valley, but in the entire city of L.A. as a whole. In terms of options 4, 5, and 6, I would go ahead and recommend -- or Metro should continue forward with options 5 and 6. And, in addition, I would like it add one aspect concerning the -- concerning the technology that will be used, at least according to the proposal, there would be, I believe, use of a single-bore tunnel for one or both of their concepts. I'd like to see if Metro could go ahead and also consider not only single-bore tunneling for option 6 under Van Nuys, but, in addition, looking to see if the automated rolling stock could be used. And just to see not only pricing of that rolling stock, but, in addition, seeing, you know, how that could be implemented on other lines, if the automated heavy rail stock is used. If there any options in terms of buying allotments of that rolling stock and using that across the · system in the future. It's something to consider. Thank you.
			No	1/12/2022	Hi, my name is Furkan Yalcin. I'm the President of the North Westwood Neighborhood Council, and recent UCLA alumni and a lifelong Westsider. I've been living on the Westside coming up on about 25 years now, and ever since I could comprehend the Metro map, I've been waiting for · this project, connecting the Westside to the San Fernando Valley. And I think it's really important that it gets done right. And I might be a little bit biased here, but I think the most important part of this project would be having a stop directly on the UCLA campus. Westwood has the highest rent in California, and many students and people that live, work, and · play in Westwood can't afford to live there anymore. And therefore, they're renting in either San Fernando Valley, or Palms, or Mar Vista, and they're commuting by car. And if we want to make sure that they can commute to UCLA in an environmentally friendly way, and an easy way, and an accessible way, that there be as little limitations as possible for them to get to UCLA. That means not having an option with, you know, a people mover or a bus transfer. It has to stop on the campus. That's why I'd like to support options -- any of the options that have UCLA campus. I also want to echo what Steve mentioned earlier about looking into, potentially, on option 6, instead of having the ending be at Dundee, that it also be looked into be on Sepulveda. So thank you so much, Metro, for work and · constant outreach, and I look forward to engaging with you guys further. Thank you.
			No	1/12/2022	Hi. Lisa Petrus, Sherman Oaks Neighborhood Council. I'm also with the Traffic and Transportation Committee. And I'd like to speak on behalf of myself, but these topics have been brought up at all of our meetings. And I can say without a doubt, every single person I have spoken to insists that it's either 5 or 6. That it goes completely underground through the San Fernando Valley, for a variety of reasons. Nothing above ground, especially down Sepulveda Boulevard. It doesn't make any sense at all. And I also want to agree with having a stop at UCLA. I think it's crucial. There's -- I forget how many -- 40,000 students, I believe, plus faculty. I mean, it would be a shame to overlook that stop. I only wish there was some way to have the stop at Mulholland because there are about 10 schools right there. That would be a big help to faculty and student there as well. But I don't think that that would be feasible, but I thought I would throw that out there at this point. And I'm looking forward to having this done. We've been talking about this for decades. And the San · Fernando Valley needs this, and we need something that works, that makes people want to get on this transportation and leave their cars at home. And, you know, even if we got a small percentage of people doing this, those cars would be off the 405 and it would really help with the traffic. So I think everybody is ready for this. And let's get this thing going. And let's make sure that it's completely underground through the Valley, Thank you.
			No	1/12/2022	Hi. Thank you so much. My · name's Chris Tomasczkiewicz, and I just wanted to express that option 6, I believe, is the best choice. And I specifically want to touch on the northern end of the corridor. So I think what a lot of folks have spoke to already is, you know, the UCLA component, of how important it is to serve that hub of, you know, jobs, and opportunities, and, you know, ridership. And everyone, you know, as in this call, has recognized that when you have to make connections, it reduces the -- you know, how appealing transit is. And so going -- taking that concept of, you know, reducing connections, if we go to the north end of, you know, the corridor -- so the thing with, I believe, option 1 through 5 is that it, you know, goes up to a Metrolink station. And I think a critical thing that misses is, you know, in the future when the San Fernando Valley light rail is built, in any one of those three stations, if a person is getting on at the light rail station and they want to go down to the Valley, they either have to then go up, you know, to a Metrolink if they want to do a one-stop, you know, ride to go down. And that's -- the wrong direction adds time. Well, they have to go down to the Orange Line, get on the Orange Line, connect to, you know, the future, you know, heavy rail, monorail and then go down, which adds a lot of

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					inconvenience. So I would just like to iterate that I think option 6 is the best in terms of that northern alignment. And specifically, a couple of things I'd like to be looked into for option 6 is if the station could be at, you know, Sepulveda and the Expo Line, and then why automated -- you know, the automated portions not available components as well. Thank you so much.
			No	1/12/2022	I'm Dr. Tom Williams, President of the Citizens Coalition for a Safe Community, but more importantly, I was environmental control supervisor for Red Line phase one downtown L.A., and go with a better version of alternative 6. In fact, make it extend, eventually, to State Route 118 at the north, and, of course, LAX, maybe even the Santa Monica airport. So there are many good alternatives for alternative 6. And those will be provided in our written comments in February. So that's one thing. There's also a matter that remember stations are not just stations. The greatest model for stations is the 7th and Flower Station in downtown L.A. on 7th Street, and the fact that it has not only one but two stations in it. And we built those in downtown L.A. without any real problems. So the alternatives have been done already. Getting elevated rail in any place in L.A. city and county, earthquakes faults, and you have to cross the faults of the Santa Monica mountains. So it would be better to do it underground in controlled conditions where we know what we're dealing with by the fact that we see the rock underground versus up in the air. And there's also a need for connections on the rail system. Those rails, both on the south side and north side, have to have stations in order to remove the debris that will be excavated -- from the Tunnels
			No	1/12/2022	Hi there. This is Sachi from the North Westwood Neighborhood Council. I'm also an undergraduate student at UCLA, and the former USAC facilities commissioner where I represented over 30,000 students on issues of infrastructure, sustainability, and transportation. As a graduating senior, I often talk with my peers about where we'll live post-graduation, and almost everyone I talk to says something along the following lines: I love L.A. but I can't live in a city anymore where I can't get around with a car. When I hear this I agree, but I also don't because I know that my friends just across town at USC are frequent users of the Metro rail system. I left confused. Why would Metro deny a public university that serves thousands of low-income students, staff, and visitors equal access to the city of Los Angeles? Why would Metro even consider proposals for a multi-billion dollar project that don't include stops at UCLA and Westwood Village? The 2021 to 2022 USAC, our student government of UCLA, just unanimously passed a resolution in support of alternatives 4, 5, and 6, and I want to affirm my personal support for these alignments it. It should be clear by now that a UCLA and Westwood Village stop are essential for students, faculty, staffs medical patients, visitors, sports fans, museum goers, and more. I urge Metro to consider comments from students like myself with equal regard to any other stakeholder. Students are fighting for this not only -- not because it serves themselves personally. Hopefully by time this is built, we'll be long graduated from the university. Students are fighting for this because we know that it is the right thing to do to improve access and equity for all Angelenos. Thank you. And to reiterate, please consider eliminating alternatives 1, 2, and 3, which do not include a direct stop at UCLA and Westwood Village, and please prioritize alternatives 4, 5 and 6 in your review.
			No	1/12/2022	Great. Thank you. I support the STC for all call for all alternatives to have a main line station · at UCLA and also at Ventura Boulevard. In addition, now in door number one, don't select the locally-preferred · alternative until Metro identifies both specific locations of renters at risk of displacement due to rising rents, and studies mitigation measures that are consistent with Metro's equity policies, such as inclusionary requirements for affordable housing, and a community where tenant opportunity purchase act rental apartments owned by corporations or LLCs are enacted and funded to cover the project area. Two, the heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Metro is considering more dimensions that would be incompatible with the Red Line and the Purple Line. Metro can study automated versions of cars that are compatible with its existing system. Three, as an alternative -- as a substitute for alternative 4, Metro should study interlining the Sepulveda Line with the Metro Red Line, connecting them and the East San Fernando Valley Line via the Orange Line right-of-way in either Oxnard or Compton Street. To study this, Metro must make the heavy rail option match the specs of the Red Line. Metro could use the Sepulveda station parking lot for a rail yard, giving more flexibility back to Sepulveda and the Red Line. There would be high ridership there in both directions, all day, between Sepulveda and North Hollywood because both the Westside and Hollywood and downtown are strong destinations. Most of the red -- Orange Line ridership is in the segment already and is slated to be converted to rail. Finally, included just in areas with significant numbers of transit riders in the project study area. For example, the portion of Encino with the greatest number of multi-family residents is dependent upon the riders is the area excluded from the project area, so all of Encino should · be included. Thank you.
			No	1/12/2022	Hello, thank you for giving me this opportunity to give my comment. I'm a resident of Sherman Oaks. My family has lived here for 10 years. I'm a member of the Sherman Oaks Homeowners Association. And I've been following this through Metro's community outreach events for years. And what I don't understand about this presentation today is why there was no discussion of cost. The only discussion today of where the funding is coming from, which is Measure M -- but in past presentations there has been some, you know, very forthright and honest discussion of light rail being a lot cheaper than heavy rail. Now, I happen to support the Sherman Oaks Homeowners Association's position in support of heavy rail, for all the reasons that we've come to understand in this discussion and others. But I think we also need to take a cold, hard look at what it's going to cost. And also with the acknowledgment that it's going to probably cost double of what ever number, or more, that is given to us. Another point that I want to make while I have this podium, virtual podium, is that we really need to look at parking when we look at these stations. And it needs to be adequate. Years ago the Red Line opened up a station in North Hollywood, and, you know, my family took it easily. Then a few years later, I went to take my kids on it and we drove all up and down the Red Line looking for parking and couldn't find any parking and ended up driving into Hollywood ourselves in the car. And so that's a real issue for the future especially because we know that Angelenos and people in the San Fernando Valley will be taking their cars to the Metro. Thank you.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	1/12/2022	Excellent. Thank you for this meeting. I'm Mihran Kalaydjan with the Woodland Hills Neighborhood Council, Porter Ranch Neighborhood Council, and I am also an engineer at Boeing. I am looking into your six alternatives and planning, and I'm very much troubled and concerned about your option 1 and option 2 of how you are going to start with the 405 corridor and the Metrolink Ventura County Red tracks with an electrical bus shuttle to UCLA. I would like to tell this is almost impossible. Two, I would highly recommend whenever you have a planning to have site visit. Because if you do this option 1, you are blocking to the students to move around and you are going to create more traffic and more tension. Also, option number 3, the underground segment between Wilshire and Getty Center, it's important that this needs to be changed because of the 405 and Van Nuys Metrolink tracks. There are some conditions and some protocols within the planning division of the City, and I don't know how the Metro and the City could work together. Please continue to do more meetings and reach out to the community, and also reach out to the neighborhood councils to host your meetings. Thank you.
			No	1/12/2022	Hello, my name is Daniel Byrd, and I would like to recommend against alternatives 1, 2, and 3. Many people have stated before that the monorail is not a tested technology for a project of this scale. But also because those first three alternatives include stations above the 405. Anyone who has taken the Metro C Line will tell you that getting to a station located in the freeway median is unpleasant. The stations themselves are loud. There's a lot of pollution there. You know, this will only be improved so much simply by putting the stations above the freeway as opposed to at grade in the median. So I think those three options are all non-starters. I'd also like to join other people in recommending that Metro pursue or at lease study a modified version of alternative 6 that includes a southern terminus at Expo Sepulveda. and that also looks into using automated technology. Automated trains can run in headways as little as 90 seconds. That's something -- that is amazing technology. And I think that that technology is exactly what we need to see here. Thank you.
			No	1/12/2022	Hello, my name a Eugene Balfour. If there's one thing about L.A. Metro that makes it useful is that it's a network. And the network is crucial to meeting the project objectives you outlined with providing access, equity to the city. Unnecessary transfers to a capacity bus network or to an automated people mover are a wasted opportunity for the university that's the size of a city. And those alternatives should be eliminated. Sepulveda Transit Corridor needs transfer stations that allow the fastest transfer as possible, because that's what makes a network work. So that means no stations in the median of freeways. Stations should be centers of their community where people live, work, and play so that he stimulate neighborhoods, like the ones that Jane Jacobs wrote about. That means no rail station near freeways, near freeway interchanges, or anything of that sort. And the monorail does not even have that much -- does not have a high enough capacity. So I'm calling to eliminate alternatives 1, 2, and 3. Thank you. Thank you for allowing me to speak.
			No	1/12/2022	Hi. I hope everybody can hear me. So my name's Ben Pack and I live in L.A. And mostly, I just wanted to raise questions. So my questions were to what extent do higher costs like ultimate options impact the budgets for first-last mile projects, parking that will connect people to the Metro? What should the priority be in terms of getting people to the corridor versus the way the project is built? How long will transfers take between stations, and how can those transfers be made as short and as accessible as possible for all people, especially those with mobility issues? If approved, how could aerial alignments be better integrated into the community in terms of aesthetics and appearance and access? To what degree do destinations such as the Getty Center meaningfully serve low-income and equity-impacted populations versus other stations that that money could be put towards? In studying automated options, will platform screens be studied as well? And what will the impact be on operating safety and shorter headways? And will cut and cover methods be studied for the tunneling where feasible for places like the Valley, or is deep core kind of like the old option that will be studied? Those are my questions. Thank you.
			No	1/12/2022	Perfect. So yeah, I'm Ben Parmas. I'm a resident of Culver City. And hopefully a future · commuter on this line. I kind of have three thoughts. First one, yeah, I agree with what people are saying about the monorails being a non-idea solution. I think we have to consider heavy rail solutions. I mostly wanted to think about -- yeah. Access to the stops is a big deal. I grew up in Boston and I'm used to being able to get to my train stations rather quickly from where I live, and also being able to take a bike and that of sort thing. So I think accessibility at the stops for people using different modes of transportation to get from homes or schools and businesses is going to be something important to consider. I also think looking at future hazard trends should be an important part of the environmental plan, so, like, future environment. You know, right now, L.A. is shaped a certain way. Usually Metro systems are in place for decades, if not centuries, and if populations shift, climate change requires people to move to a different location in the city, it's important to look at that in considering where the stops are now because that may be serving more or fewer people in the coming years. That's kind of what I have to say. I'm really excited to see this happening. Thank you for letting us give our comments on it and contributing.
			No	1/12/2022	My name is Michael Bratkowski (ph). I'm a resident of the City and I'm advocating for alternatives 1, 2, and 3. So far I think I'm the only person · on the call so far to advocate for the monorail, or at least the above-ground options. Mainly because the first thing is, it running above ground will self-advertise the line to the people on the 405 in an area. Seattle Sound Transit actually has above-ground and it's kind of nice to see that. So does Long Island in the airports into New York. UCLA stop is really good idea. Yes, please to that. Here, locally, the Gold Line, actually, is an amazing above-ground trip, so that could also be worth looking at for people who don't quite -- you know, who don't want that one. And Ventura Boulevard is definitely a must, simply because it's such a connection. Maybe you guys can work out deal with the Galleria as far as parking goes. I understand what the gentleman was saying about the freeway stations. The Lake Avenue station on the Gold Line is really noisy and not very pleasant. I'm really surprised that there's no LAX continuation segment. And have you really thought about idea that L.A. is an earthquake zone and is it really wise to put all of that underground? And lastly, being above ground has a lot of tourist uses. I always like to be able to see where I'm going through, so I find the time goes a lot better. So thank you very much and enjoy.
			No	1/12/2022	Hi, this is Michael Leslie. I'm from the Brentwood Hills Homeowners Association. And I think it's very important to study the impacts during construction of the various alternatives. I'm very concerned about the impact on 405 of the construction of a monorail down the 405. The second issue that's important to study and compare is capacity. I think that it's important to have high capacity on this route. And if the capacity is limited on the monorail, I think that's very important for the EIR to study. The Santa Monica Expo Line or what used to be called the Expo Line oftentimes runs at capacity and only has a couple of cars. So I think having enough capacity for people to travel to the Valley and the Westside and also stopping at UCLA will generate a lot of ridership and that's very important. I think that the stops on the Westside including UCLA are critical, and I think will help drive ridership and also make it more convenient for people. So traffic impacts, capacity impacts, and that includes traffic impacts of the construction above ground not on a 405, but at the terminus up in the Valley needs to be studied. Thank you.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	1/12/2022	Awesome. My name is Alexander. I'm 20 years old. I'm from the Valley and I've lived here my entire life. And I just want to say that me and basically everyone I know may age is so, so excited for this project. I posted about it on my Instagram and I got a ton of engagement on the post, so we're really, really thrilled. This is going to change a lot of peoples lives. I've taken the 761 dozens of times and it's really unpleasant when there's a lot of traffic, so I'm really stoked personally for this line. I guess my input would be I'm concerned about the alternative route, the one that goes along the 405 versus the one that looks to go down Van Nuys Boulevard, what the effect on how much transit-oriented development would be able to be built. I would be supportive of the line that would maximize the ability of multi-family housing to be built. I know that a lot of my friends don't think that they can live in Los Angeles as adults because it's not affordable for us. And I also wanted to say that I don't really understand the concern with an elevated train on Sepulveda. Sepulveda is not a particularly pretty street. It's sun · beaten all the time, and I think it'd actually be quite nice to have something in the median of Sepulveda providing shade for people on the street. And I think that the point about it being self-advertising is really interesting as well. And it would also be cheaper than tunneling underground through the Valley. Yeah, that's it. Thank you.
			No	1/12/2022	Hi, everyone. My name is David Fenn. I'm a resident of Los Angeles. I wanted to sign on and say that Metro should not be in the business of building parking lots for new line. Riders can arrive at stations on buses, bikes, or on foot, or use services like Metrolink or Uber. The project budget should not be squandered reinvesting in stakes in that last century of auto-oriented mobility. I'd like also ask -- I'd like to ask you to dismiss alternative 1 to 3, the monorail options, from consideration. Introducing an additional mode is unnecessary and may increase maintenance costs and various costs ebbing from economies of scale in future vehicle orders. There is no monorail system involved in revenue service at this level of capacity that would be needed for this line. Any option without a main line station directly at the UCLA campus would also be a huge missed opportunity. The same might be said for a Ventura Boulevard stop given where all the destinations are. Given all that, automated heavy rail as in alternatives 4 and 5 seems ideal for this corridor. With that said, the route for alternative 6 seems like a good option as well, but it's unclear why drivers would be needed for a fully underground route as seen in alternative 6. Automation would likely mean higher frequency and lower maintenance costs, so perhaps alternative 6 should be studied in an automated configuration. If an option with a substandard bus connection to UCLA is advanced it would be irresponsible to put that forward without recommending dedicated bus lanes for that bus connection. And finally, a terminus west of the 405 seems practical to reduce the 405 barrier, but the point other callers made about additional travel time savings at Sepulveda terminus makes sense to me. Thank you for your time and I'm excited to see this project come to fruition.
			No	1/12/2022	Hi, Mary Morrissey here. I'm a private citizen. I'm a card-carrying TAP card hold member. My experience is having been a world traveler, fortunately for myself, I use Metros all -- globally, including Russia, Bangkok, New York, Boston. So I have practical experience. I would eliminate 1, 2, 3. I'm interested in 5 and 6, mostly 6. As a rider, I want underground. I like subway, not monorail. You have to think of all of these stops. You have to think of rain. If anybody wants to have practical experience in deciding which one, try to use public transportation when it's raining and you're trying to look beautiful somewhere. Previously, I've lived in North Hollywood, Studio City over 40 years. I currently work out of LAX. And I was forced, forced to move to Long Beach because it took too long to get from the Valley to LAX. So I would like to, hopefully, have you guys want to extend this to LAX for people like me, so that all of us workers get off the 405 freeway. And if you use a schedule like New York City and you're only closed for five hours, and then you're operating constantly and continuously, you're going to get people like me going to L.A. off the 405, and that's going to take away a large portion of your traffic. Also having lived in the Valley, I was always wanting better transportation going down Ventura Boulevard from the Red Line. I'm hoping that at some point you connect the Red Line over to this line. I felt that there was no connection from the Valley to get to anywhere on the Westside where I wanted to be. You have to go down south. Once again, I have used every single line if our Los Angeles map, so I'm experienced about it. I'd love to talk to anybody that wants to talk and I'm running out of time so thank you.
			No	1/12/2022	Hi there. Thank you. I'm Jennifer Poulakidas, Associate Vice Chair for Government and Community Relations at UCLA. UCLA strongly supports smart construction of the Sepulveda Transit Corridor to better connect the Westside and the San Fernando Valley, as well as other vital Los Angeles location. The completion of this project will include quality of life throughout the L.A. region. Proper construction of the Sepulveda Transit Corridor will provide much needed and improved transit options for Angelenos. The people of Los Angeles deserve ready access to Los Angeles' premiere public research university and health center, and for that reason UCLA is advocating strongly for an on-campus station along this Metro line, and for the lines that connect directly with the Purple Line in Westwood. This is fundamentally an issue of access an equity. UCLA should be readily accessible to all Angelenos including those coming from the north and south, as well as those coming from the east and further west. While all the proposals would somehow connect to UCLA, not all of the alternatives include an on-campus station. A shuttle or people mover from Westwood to UCLA would be a completely inadequate option and would not be sufficiently attractive for commuting students, employees, patients, and those who come to visit the library, museums, theaters, sports venues, and other cultural attractions at UCLA. Likewise, not all options included direct connections to the Purple Line, thereby obstructing those who would need or want use the Metro rail to access UCLA from the east. The Sepulveda Transit Corridor must be acceptable for all Angelenos and provide stops where people want to go. Metro's own projections indicate that a UCLA station is busiest non-transfer stop in the entire Metro rail system. As Metro considers these various alternatives, please analyze the time it will take to travel to UCLA from various locations and the estimated ridership projections for each alternative. Los Angeles deserves a smart, public transit corridor door with stops at UCLA
			No	1/12/2022	Hello. Thank you so much for being patient and the letting me log on. I just wanted to call in and say that I'm -- my name Gilad Evans. I'm a fan of public transit, and I have to say that I do not support every · monorail suggestion. For those who have lived anywhere, BYD has given thousands of dollars to Mayor Eric Garcetti and Metro board member Ara Najarian. And if you build that monorail line, you're throwing billions of dollars down the drain. The heavy rail, it is classical, it is tried, and it is true. And the only way to establish an efficient transit line is to build a heavy rail line that will connect E, D, and · G Lines. If you're building a monorail, you're building it on the freeway with low ridership and reduced stations. Heavy rail -- you had people speak of the New York subway system, if you do, please do not do use any monorail system. UCLA is not our best shuttle, does not want a people mover. We want an efficient subway system that can get them to and from downtown Los Angeles. If you have any concern of the lives of the UCLA students, then you should build the rail -- any of the three alternative for heavy rail. Personally, I prefer either 5 or 6. But honestly, as long as it gets done, heavy rail is the best choice. So I repeat, do not under any circumstances support monorail. The only way monorail will honestly win will be through the sake of corruption. So please, support Vestal, support heavy rail, support common sense. I yield the rest of my time. Thank you.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	1/12/2022	My name's Matthew Swanson. I'm a graduate student at UCLA. I've lived in the Palms, Mar Vista area for several years now. And I don't have too much to add on that hasn't been said already. Full supporter of the heavy rail options. Frankly, I find it quite disconcerting that the monorail is even still being considered at this stage of the project. This would effectively make Metro have three kinds of rolling stock; light rail, heavy rail, and monorail. If monorail trains malfunction or break down, where are you going to bring any replacement trains from? The stations in the middle of the freeway or very concerning, and I hope Metro would have learned the lesson from the C Line, I believe it is, the former Green Line station is in the middle of 105 freeway. It's a terrible environment and nobody really wants to go to those. And heavy rail is the only option that is fit for the capacity and reliability needed to bring the volumes of people traveling between the Valley and the Westside. And, of course, the UCLA station, as a UCLA student and others have mentioned before is an absolute must. As far as specific alignments, I think alignment 5 and 6, I would kind of tend to gravitate towards, whichever will (audio disruption) people. And one -- maybe another thing I've thought of is alignment 6 -- alignment 5, excuse me, does kind of feel a little closely to the 405 in places, so I do have a bigger concern that it might run into the same problems of the monorail stations. In the middle of freeways it's farther from where people actually need it be, so in that sense, I'd lean a little toward 6. With the possible -- with the possibility instead of going toward Expo Sepulveda and Mar Vista just to go through Palms and Culver City. Just because I think Palms compared to Mar Vista, which has more single-family homes, Palms has more apartments, more multi-family residents and will maybe serve more people. But · between those -- any of the 4, 5, or 6, I can get on board with it. Just no monorail, please, is my last word. Thank you.
			No	1/12/2022	Last but not least, I'm Wendy-Sue Rosen, and I want to just ask, you know, that we make sure and know that part of an EIR is to look at what an environmentally superior project is and they're interested to know how that comes out. And somebody mentioned earthquakes, and I just want to mention, you know, that we are in a climate emergency, and we are living, now, with 365 days a year of wildfire risk, and we are in a high fire hazard severity corridor. So I would be more concerned about seeing an analysis of, you know, how many wildfires have there been in that corridor? What is the likelihood in the future with the risk of wildfire that there would be outbreaks in that corridor? You know, what would happen when shutdowns occur? What would the procedure be compared to a tunnel? It seems to me that tunneling would be, you know, a lot safer in that case. I'd like to see that study. I agree with my colleague from Brentwood Hills Homeowners Association about construction impacts and also construction impacts for fire. There are hundreds of thousands -- tens of thousands, I think, hundreds of thousands across the country of construction fires a year. Again, in our corridor, we're in high fire hazard severity form. So I'm very concerned about fire and I'd like to see that study as part of this. I won't repeat what everybody said about the monorail being, you know, the least as a priority and for many reasons it's not adequate. And I would say that, you know, I agree that end-to-end and automated sounds really like a good idea. I think also time -- we haven't really talked about the which one will give us the quickest, sort of, time, which I think is a huge incentive for getting people out of their cars. Thank you for allowing me to speak.
			No	1/12/2022	All right. I'm a member of the Metro Community Advisory Committee. I have been for about seven years. I was appointed by Mayor Garcetti. It's really helpful to hear all the callers. I'm glad I'm last. Metro previously provided a similar presentation about the Sepulveda Corridor to the CAC, and in their presentation, it showed that heavy rail was going to go from Van Nuys to LAX. So I'm concerned that tonight's presentation is missing that. The public transportation users in Sawtelle and Palms and Mar Vista And Culver City and Westchester are left out of these 4, 5, and 6, after all of the presentation are left out. So my two questions are one, can Metro please · revise alternatives 4, 5, and 6 to include stops at Venice Boulevard, Culver, Howard Hughes, Manchester, and then go to the LAX people mover. And can Metro also please revise the cost of extending rail to LAX, and show the methods of how the rails raise their funds. Many thanks for your time. I appreciate all your time tonight.
	Los Angeles	90014	No	1/12/2022	Metro should not be in the business of building parking lots. Riders can arrive at stations on buses, bikes, or on foot, or use services like Metro micro or uber. The project budget should not be squandered reinforcing the mistakes of the last century of auto-oriented mobility I would like to ask Metro to dismiss alternatives 1-3 (the monorail options) from further consideration. Those alternatives would unnecessarily introduce an additional mode and may increase future maintenance costs and reduce potential cost savings from economies of scale in future vehicle orders that could otherwise be combined for multiple lines. Additionally, there is no monorail system in the world in revenue service at this level of capacity so I question the validity of the claims made by the monorail team. Any option without a mainline station directly at the UCLA campus would be a huge missed opportunity for our region. Automated heavy rail as seen in alternatives 4 or 5 seems ideal for this corridor. The Route for alternative 6 would be a good option as well though it's unclear why drivers would be needed for a fully underground route. Automation would likely mean higher frequency and lower maintenance costs so perhaps the alternative 6 route should be studied in an automated configuration similar to alternative 4 or 5. If an option with a substandard bus connection to UCLA is advanced it would be irresponsible to put that forward without recommending dedicated bus lanes for that bus connection. A terminus west of the 405 at Bundy seems preferable to reduce the 405 barrier but the point other callers made about additional travel time savings with a Sepulveda terminus makes sense to me.
	Burbank	91501	No	1/12/2022	Hi, I'd like to let you know that you should ignore all monorail alternatives and go with the heavy rail alternatives, preferably the fully underground ones. I would prefer the automated rail line to get around labor costs and to increase frequency for little cost. Also, look into expanding automation on other lines. It should also directly connect to the UCLA campus and the Getty Center. Please make this project your highest priority outside of those already under construction and use the tunnel/station construction method or layout that provides the best value per tax dollar.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	1/12/2022	Thank you and all the presenters for doing the online seminar on 1-11-2022. My comments are listed below. 1. Options 5 and 6 look ideal. 2. Construction of an above ground solution up the Sepulveda Pass would be disruptive to the 405 commuters. Existing bridges (such as Skirball and Muholland) might require reconstruction to avoid the elevated line. 3. Stations located atop the freeway median are not pleasant. 4. Provide a station at the UCLA campus. This would serve the students, faculty, staff and visitors to the various campus events. Need to make transit as convenient as possible so it gets utilized. A people mover or shuttle bus from a station to the campus is not ideal. 5. Consider a station at the Getty Center. This would result in a jog in the Option 5/6 alignment increasing transit time for all passengers. The ridership demand for a Getty station would need to be high to justify the jog. 6. Plan for this line to have a future extension to the core of LAX. A station at the LAX Theme Building, not at the offsite people mover end of line - make this line as convenient as possible. Note BART goes right into the international terminal at SFO, and is a short walk to the United terminal. An LAX extension could also have stations at LMU and other west side locations. Start the TBM in the valley, after it reaches its currently planned terminus, keep the TBM in the ground & maintained so that when the funding is available it can continue South to LAX. 7. Single bore tunnel might be the way to go. This will be used for the BART extension to downtown San Jose to help minimize construction impacts on businesses. 8. Consider train compatibility with the existing lines, however, plan the line for high capacity. 9. The alignment includes a stop at the Santa Monica Expo line, which makes sense. This line consists of a smaller train that has been running at or near capacity since it opened (excellent job to Metro). A passenger traveling from the valley to Santa Monica is going to have a difficult time making the transfer to the Expo line when every passing train is already packed. A purple line extension to SM may resolve that issue. 10. At fault crossings provide ample space for the rail line to displace over time. Fault creep rates are not always accurately predicted. The cost to make an adjustment decades later when the displacement allowance is used up can be extremely substantial. BART has this issue with the Berkeley Hills tunnel.
	San Diego	92122	No	1/12/2022	I love the automated heavy rail alternative. It will have the capacity needed for the future of the corridor, many cities around the world are choosing automated metro technology for a reason! I truly wish you select this option.
		90064	Merged Document	1/12/2022	My comments are attached
			No	1/12/2022	Metro previously provided a Sepulveda Corridor presentation to the Metro Community Advisory Committee that would connect Van Nuys to LAX. I'm deeply concerned that this is missing in the scoping presentation. The public transportation users in Sawtelle, Palms, Mar Vista, Culver City, Westchester are left out and dramatically reduced ridership. I have two questions. Can Metro please revise alternatives 4,5,6 to include stops at Venice, Culver, Howard Hughes, Manchester and the LAX people mover? Can Metro please revise to show the cost of extending heavy rail to LAX and methods to raise the funds? Thank you for your time. member of Metro Community Advisory Committee
Sherman Oaks Neighborhood Council			No	1/12/2022	In the registration email for the Metro scoping meeting for the Sepulveda Transit Corridor Project (STCP) there is an instruction: "Please submit any questions to: zoom-3@arellanoassociates.com ." I think it's great that you are able to respond to questions regarding the STCP. My question: What criteria will Metro staff and consultants use to determine the Locally Preferred Alternative (LPA) that will be recommended to the Metro Board? I look forward to hearing back from you. And I am happy that you are a resource for getting answers. Thanks for your help. Please stay safe. President Area 2 - Community Interest Sherman Oaks Neighborhood Council
	Northridge	91324	No	1/12/2022	I like all the heavy rail options and would be completely against any of the monorail options. If I had to give a specific option, #5 would be my preference as it has the best alignment (starts at Van Nuys Metrolink/stops at UCLA) and avoids aerial options that may detract support from the Sherman Oaks area. I would suggest that the following items be answered at some point: 1) What are the safety options for emergencies in the underground portions of the line? Events such as crime, natural disasters, and accidents may be difficult to assist in the longer underground portions between stations. 2) Provide additional details about the extension of this line to LAX and how the plans chosen now may impact the second phase of the project. 3) For the next report, additional information such as cost, expected timelines, and any other relevant items be provided as an addendum for better comparison.
			No	1/12/2022	Hi MTA, Your video is way too tech-speak. A regular person will not be able to easily follow it. I can only follow it because I work for a developer and have 15 years of NC experience. Please have a regular person read your script. You can change it easily to use more common works, and explain complex processes in familiar phrases. I worked as a reporter too, so feel free to send me video scripts like this, to make them easier for regular neighbors unfamiliar with transport planning to understand.
	Los Angeles	90017	No	1/12/2022	Hello, I am an Environmental Planning Specialist for LAUSD and I am investigating how the various alternatives may impact the schools in our District. Would you be able to provide me with a Shapefile or KMZ of the various alternatives? Thank you,
	Los Angeles	90025	No	1/12/2022	I suggest going with heavy rail no matter what because it is short sighted to under build this based on growth and traffic. Don't cheap out.
			No	1/12/2022	Hi, I would like to receive updates on this project. Is there a list or something that I can subscribe to? Thank-you. Best Regards,
	encino	91436	No	1/13/2022	i live in the sepulveda pass. please dont build an elevated train as it will destroy this part of Los Angeles. We need rapid transit, dependable transit and safe transit. Only subway will provide this.
	Los Angeles	90034	No	1/13/2022	0 monorails please I beg you! Alternative 5 is the best option. I'd consider making alternative 5 fully automated and should feed into the East SFV light rail without a transfer. Too many transfers big down the potential benefits of public transportation. Also as a west coast resident, why doesn't the west side to LAX portion of the project not start until 20 years AFTER the first phase starts?! Please we desperately need this don't indefinitely postpone something so critical. How can fast track this?
			No	1/13/2022	this project damages the environment irreversibly isnt in the best interest of middle class tax payers
	Los Angeles	90077	No	1/13/2022	I feel like there should be a hub at Ventura and the 405, and am a fan of the route that runs along the 405. The monorail seems innovative and more cost effective.
	Los Angeles	90018	No	1/13/2022	This is some of the busiest traffic in the world, don't cheap out and underbuild. Forget the monorails, built a proper rail system.
			No	1/13/2022	It is sincerely hoped that you will create a stop at the Getty Center. The Getty is so wealthy that they do not need to rely on parking fees for income. Too many venues in LA do not have a subway stop, such as the Hollywood Bowl, Dodger Stadium, and Sofi/forum. Please don't make the same mistake for the Getty. And God Only knows why the Gondola to Dodger Stadium has been delayed from 2022 to 2028.

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	Sylmar	91342	No	1/13/2022	I think alternative 6 (all underground heavy rail) would be the best alternative. Run from the Van Nuys Metrolink/Amtrak/light rail station towards Sepulveda & Sherman Way, then south along Sepulveda to Ventura Blvd. Then under the mountains with the next station near Getty Center. Then extend to the Expo line, with the LAX/Crenshaw line being the long term goal.
		90731	No	1/13/2022	Die, monorail, die! That is a ridiculous concept that no one who actually wants to move a large volume of people think is a good idea. We need something that is a driving alternative, not a tourist attraction. Please, by the love of all that is sacred, abandon the monorail option.
			No	1/13/2022	Greetings, I just wanted to update my email address. Respectfully, Andrew Wang Please consider the environment before printing this email
		95630	No	1/13/2022	Thank you for the opportunity to comment on the Sepulveda Transit Corridor Project. I oppose the designs put forth by LA SkyRail Express (Alternatives 1, 2, and 3) and support the designs put forth by Sepulveda Transit Corridor Partners (Alternatives 4 and 5). I oppose the three monorail alternatives for these reasons: 1) They place stations directly adjacent to I-405. These stations will be unpleasant to use due to the noise, visual intrusion, and air pollution associated with freeways, and the potential for transit-oriented development around these stations will be limited for these same reasons. 2) The do not seamlessly connect with existing transit hubs. Transferring between the monorail and the Metro B, D, and E lines will be unecessarily difficult, as the monorail stations will be located a significant distance away from Sepulveda Blvd proper. 3) Monorail is an untested technology for projects of this scale. They are primarily used as tourist attractions or to traverse short distances. Underground monorail, which is proposed as part of Alternative 3, is rarer still because of the high cost of putting a monorail in a subway. I believe that if Metro takes operating costs and ridership projections into account, LA SkyRail Express will prove itself completely untenable.
	North Hills	91343	No	1/13/2022	To Metro, What I like, wish and suggest is Alternative 5. To be more specific and clear I would like to have an underground Heavy Rail going through the Valley with a stop at UCLA. Having the Heavy Rail go underground would help with noise and not damage property values. It also would not divide up neighborhoods. Very Respectfully,
			No	1/13/2022	To whom this may concern, i currently live in Sherman Oaks. I do take the bus to the expo line a lot, especially to go to Santa Monica, or to get to near the corner of Sepulveda & Santa Monica Blvd since thats where i start every time i do Uber Eats time to time. I've also viewed over all the 7 ideas for the proposed Rail for the sepulveda transit corridor & i personally like idea #4. also in the meantime I (& presumably many others in LA & in the sherman oaks area) would be glad if you guys brought back the 788 with a new route that connects to Ventura Blvd & takes the 405 to the E line during the amount of time its going to take the build & finish the rail. I would personally like an alternative route other than the 761 during this time to get to the E line (Expo) faster. if you guys want to take that route away after the construction of the proposed sepulveda rail, thats fine. But from now & until then, i think we should have an alternative bus route that goes on the 405 freeway where it runs all day & runs At least Mon-Fri. & if anything you guys can utilize the Bus lanes that are going to be put on the 405 if thats still a goal of Metro's Appreciate your understanding,
			No	1/13/2022	Hello: This is a comment for the planning section of the Sepulveda Transit Corridor Project.I attended one of the recent scoping meetings asking for comments from the public on the layout of the future corridor and what should be included. I noticed a lot of commenters asking for a rail station at the UCLA campus.As UCLA is a public institution and serves thousands of students,I think it is a good idea that a station be located there.It will help reduce auto traffic in and out of the campus. While looking at the overview map for the corridor project,I see the planning boundary stopping at the Culver City border. I realize planning such a project is expensive,but I believe the corridor should ultimately be extended to LAX,the Los Angeles International Airport. The Sepulveda corridor will be a major north-south route that will connect the San Fernando Valley with LAX.Combined with the Green Line, LAX can be accessed more easily from anywhere in the LA basin. Thank you for your attention.
	Los Angeles	90066	No	1/14/2022	Living with the disruption caused by the Metro Expo line as it crosses the major thoroughfares of Barrington Ave., Overland Ave., Westwood Blvd., it would be my hope that a new line would be either all above street level (elevated) or below street level (subway). Subway would be the best as to minimize visual pollution as well as noise pollution.
	Tarzana	91356	No	1/14/2022	I think this should have happened 30 years ago. An elevated line would be nice as the scenery is beautiful here. I'm not sure why Elon Musk's purposal was rejected, it would have been finished by now. One advantage with an underground system is less need for AC, what with global warming.
	Chatsworth	91311	No	1/14/2022	Would prefer ALTERNATIVE 6 (Heavy Rail) because of its simplicity of construction, and directness of route. Route should minimally connect to the ESF line and to the EXPO and PURPLE LINES. Subsequent connection in West LA to UCLA and the VA can be made separately. Only debate should be station locations along the route...and park-and-ride stations.
	Los Angeles	90034	No	1/14/2022	I would like to voice my support for Alternative 4 or 5.
			No	1/14/2022	No elevated trains on Sepulveda Blvd. Awful idea.
			No	1/14/2022	Hi there, I live in Sherman Oaks, across Sepulveda from the Castle Park mini golf course. Living just half a block from Sepulveda, means above ground rails down Sepulveda would greatly disrupt our lives. Please stop studying Alternative 4 for the Sepulveda Pass with elevated heavy rails ?above Sepulveda Boulevard. It will ruin my neighborhood. Thank you,
		91403	No	1/14/2022	No Elevated Train in Sherman Oaks! Noise and air pollution! Solution: Dig subway from North Valley origination point to underground tunnel in Westside, is only way, or go Southbound down Van Nuys Blvd, which is the business district in the area. Don't be fooled that a elevated train will solve traffic issues on Sepulveda. They thought that when they expanded lanes on 405, yet traffic is worse than ever. I have lived off sepulveda Blvd for 20 years and know the area as well as anyone. Sincerely,

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			No	1/14/2022	PLEASE STOP THE METRO DEVELOPMENT IN SHERMAN OAKS! I have been a resident of Sherman Oaks since 1973 It will devastate my city with constant noise and congestion.
	Beverly Hills	90210	No	1/14/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever.
			No	1/14/2022	Your proposal will destroy Sherman Oaks. Do not go forward with this BAD plan.
			No	1/14/2022	Treat Sherman Oaks like other neighborhoods and go underground!
			No	1/14/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. Please ONLY do construction for an UNDERGROUND metro. The other alternatives will only make things worse. Thank you,
	Sherman Oaks	91423	No	1/14/2022	I understand traffic and pollution need to be kept in check but this plan will ruin our Sherman Oaks neighborhood and we will still have congestion, traffic and noise. That's a lot of taxpayer monet spent to make so many taxpayer's unhappy by decreasing the value of their biggest asset. It took my family 20 years to move our way into Sherman Oaks (from Van Nuys) only to have our property value go down. I strongly disapprove.
			No	1/14/2022	Please stop studying whether an elevated train in is to be built in Sherman Oaks - it will destroy the peace and tranquility of our neighborhood. Thanks,
	Sherman Oaks	91403	No	1/14/2022	PLEASE STOP STUDYING ELEVATED HEAVY RAIL TRAINS OVER SEPULVEDA!!! Sherman Oaks DOES NOT WANT IT! STOP STOP STOP STOP! You will destroy our beautiful town and we have told you that over and over again. You can't just put it underground over the hill and then above ground in Sherman Oaks, destroying homes and businesses. It is unfair and we DO NOT WANT IT! STOP!
			No	1/14/2022	Dear Metro, PLEASE stop studying the Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. PLEASE STOP THIS CONCEPT NOW AND STOP WASTING OUR MONEY STUDYING IT.
			No	1/14/2022	Please stop studying Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running above Sepulveda Blvd in the San Fernando Valley! This will destroy our community forever and must not be pursued! We are already inundated with non-stop noise and pollution from Burbank and Van Nuys Airports, who's insane flight paths circle our neighborhoods all day. Adding more noise from trains running every 45 seconds is simply not an acceptable option, not to mention the construction nightmare that we will have to endure for years, which will create even more noise, pollution, and traffic. Our quality of life, property values, health, and sanity will be decimated by this and I implore you to stop pursuing a plan that will have such a massively negative effect on our community. Thank you,
	Sherman Oaks	91403	No	1/14/2022	Stop considering the invasive Alternative 4 for the Sepulveda Pass with elevated heavy rail running over Sepulveda Boulevard. This will destroy my neighborhood. We already have the noise of the 405 and 101 interchange as well as the planes from the Van Nuys Airport going overhead. We don't need another interruption to the peace and quiet in the area. Thanks,
			No	1/14/2022	I want to talk to someone about my request to get a shape file or KML of the alternatives. I am hoping to look at how it will potentially impact our schools. I would appreciate a call back or response to the email I sent.
	Encino		No	1/14/2022	Please take ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard off your list of possible Valley transit options. This has to be the among the dumbest transportation ideas since Icarus - the adverse impact on the surrounding neighborhoods and on Sepulveda Blvd. itself (a MAJOR north/south corridor in the Valley) is incalculable, and Metro resources must be used to study much more viable, realistic options - alternative 4 is both trains AND pie in the sky, and makes no sense at all. Move on.
			No	1/14/2022	Dear Metro Transit Officials. If it is your desire to destroy the quality of life in Sherman Oaks, you are right on track. This community deserves better than a raised transit system. Such a system would never be tolerated in communities like Beverly Hills and it should not be tolerated in that communities neighbor to the north. If a system is to be established, it should be underground. That type of system was good enough for the Wilshire corridor, Los Feliz, Silver Lake, Echo Park, and Downtown. Why is Sherman Oaks treated like an orphan? Please vote no for this completely undesirable and unwanted plan. Moves to go forward on Sepulveda Pass Alternative 4 should be defeated.
Naiman Properties	Sherman Oaks	91423	No	1/14/2022	Placing an elevated train in the community of Sherman Oaks demonstrates a complete disregard for the residents of the area. If an underground system was good enough for the Wilshire Corridor, Los Feliz, Silver Lake, Echo Park, and Downtown LA, why are Valley residents treated like orphans. The planners should be ashamed by their demonstrated desire to destroy this neighborhood.
			No	1/14/2022	Subject: Sepulveda Pass Alternative 4
		90024	No	1/14/2022	Hello, I am a Westwood resident. I wanted to send my support for the Sepulveda line and urge you to select a heavy rail option that includes a full-fledged station on UCLA's campus . Aka, choose either option 4 or option 5 that you have developed. As your analyses have shown, ridership in a scenario that stops at UCLA will make that station among the most popular in the entire Metro network. UCLA is a major hub of over 40,000 people in non-pandemic times, not to mention those that avail UCLA's medical services. Heavy rail has a higher occupancy than the monorail and is better fit for the job. As an urban planning and sustainable transportation masters student at UCLA, I am very excited about the prospects of this line and wish it could be available tomorrow. Getting it done efficiently with heavy rail and a stop at UCLA is the next best option. Regards,
			No	1/14/2022	Please do NOT adopt Alternative 4 for Sepulveda Pass mass transit. Elevated heavy rail will completely destroy quality of life in western Sherman Oaks and eastern Encino.
			No	1/14/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. This would be a nightmare. It will totally destroy our neighborhood which has taken a very hard hit from Covid and resulting crime.

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			No	1/14/2022	The noise, the dirt, while you would be constructing the #4 Sepulveda Transit is abominable. Nothing to say about the added pollution to the surrounding areas when it operates, plus the noise! What a stupid idea. I am completely opposed to this! I live a few blocks from Sepulveda Blvd. and I don't want an above ground transit line on Sepulveda. It's enough I hear airplanes going to Burbank airport. And fireworks on all kinds of holidays. I don't want the constant noise a transit line would inflict. And what about the additional traffic on Sepulveda as people drive to and from whatever parking facilities you would have to provide? No, no, no, no,no!
			No	1/14/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. We live near Sepulveda. This will destroy the value of our property. Please consider the homeowners before you take this disastrous step. Thank you for your consideration.
			No	1/14/2022	STOP! alternative 4 it will destroy Sherman Oaks neighborhood and community
	North Hills West		No	1/15/2022	To Whom It May Concern, You are proposing an alternative for the Sepulveda Line that would place RAISED RAIL along Sepulveda Blvd, in the San Fernando Valley. Why? Why isn't this project underground or at grade rail? Raised rail is UGLY, divisive and segregates communities, The San Fernando Valley without exception seems to get the short end of the stick when it comes to land use, transportation, and general spending for the public good for resident/taxpayers of the San Fernando Valley. If you look around the world you do not see this form of transportation infrastructure in new transportation construction. There are other alternatives to this offensive design plan for a RAISED RAIL Go back to the drawing boards and select a plan with public input that puts forth a rail plan that will serve the residents with a rail transportation line that is serviceable, attractive, safe, and does not divide community. NO to this choice.
	Sherman Oaks	91403	No	1/15/2022	NO! NO! NO! DO NOT DESTROY SHERMAN OAKS WITH AN ABOVE GROUND HEAVY RAIL! CHOOSE ANOTHER OPTION THAT WONT DESTROY HOMES, BUSINESSES AND LIFE-LONG INVESTMENTS!!!!! Our lives and homes are just as valuable as those in Beverly Hills.
	Sherman Oaks CA 91403	91403	No	1/15/2022	Alternative number 4 needs to be taken off the list as a possibility for the public transit project over the Santa Monica Mountains because it is the one option that negatively impacts so many residences along Sepulveda Boulevard in Van Nuys. The above ground trains down Sepulveda Boulevard will only become noisier as they get older. There is no way to block the sound coming in to apartments lining the street - thousands of residences involved. Plus, it would take away badly needed lanes from Sepulveda Boulevard.
		91411	No	1/15/2022	To whom it may concern, I am a resident who owns a home 2 blocks east of Sepulveda Blvd. I am very concerned that building a transit system over Sepulveda Blvd. will increase the noise, traffic congestion and general congestion in an area that already suffers from this. I use Sepulveda Blvd most often as my conduit to west LA and closure of this street for construction that will take years would be highly disruptive to me and many residents in this area. Please reconsider this plan and be mindful of the lives of residents who will be impacted badly. Thank you.
			No	1/15/2022	Alternative 4 will destroy the Sherman Oaks community. Family homes will be devalued. Noise pollution will harm our children. Why would anyone vote for this proposal? Very disrespectful!
	Van Nuys	91405	No	1/15/2022	I live near and use Van Nuys Boulevard almost every day to travel in and around Van Nuys and nearby communities. Does this Project eliminate any lanes on Van Nuys Blvd.?
			No	1/15/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Blvd. in the Valley. Alternative 4 will destroy Sherman Oaks forever. I have been a resident of the San Fernando Valley for 70 years, the last 45 of which I have resided in Sherman Oaks. The Valley deserves — and contributes the money for — the same underground Metro services that have been, and continue to be, built "over the hill" on the west side of Los Angeles. The community of Sherman Oaks is justifiably outraged that your plan shortchanges what its residents rightly deserve.
			No	1/15/2022	We object to the Above Ground Sepulveda Metro. This will disrupt our community substantially. Best,
		91360	No	1/15/2022	What I suggest is you select one of the heavy rail options for the Sepulveda Transit Corridor Project. Please do not choose the monorail. It is going to be more expensive in the long run, have a lower carrying capacity, and is going to cause so much traffic on the 405 due to construction costs. There are pros and cons to the different heavy rail options, but with the monorail it is all cons. Please don't let the monorail get chosen. The only reason the monorail is still being considered is because of political donations by BYD. Don't let corruption ruin the future backbone of the greater LA public transportation system.
	Sherman Oaks	91423	No	1/15/2022	Sherman Oaks says NO to Alternative #4! Elevated heavy rail trains will destroy our community! It will mean lost busineses and lost homes. The San Fernando Valley is tired of having to accept the worst of area transit. Please drop all discussion of this unacceptable plan.
			No	1/15/2022	I have got to believe that there must be another less invasive approach to mass transit than this elevated line down Sepulveda boulevard.
		91401	No	1/15/2022	I would like to see SOFI stadium and both football teams contribute to a subway and eventually extend the line to allow sports fans safe passage home after hours of alcohol consumption.
			No	1/15/2022	new email
			No	1/15/2022	We think the metro proposal of raised rail on Sepulveda Blvd is A TERRIBLE, DISRUPTIVE AN UNNECESSARY IDEA. We sincerely hope it does not happen and waste a lot of taxpayer money. We will not vote for it. Concerned citizens,

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			No	1/15/2022	Good morning, I hold a doctoral degree from the University of Chicago, and I have resided in L.A. county for almost two decades. This is my formal public comment on the six proposed alternatives for the Sepulveda Transit Corridor project. 1. Mode. Metro should advance a heavy rail alternative (Alternative 4, 5, or 6). All monorail alternatives (Alternatives 1, 2, and 3) should be rejected. There is no need to multiply the number of different transit modes in the county. The fewer modes comprise the Metro rapid transit network, the easier it will be to interline and interconnect different transit lines in the future, with possible through-running of trains from one line to another. 2. UCLA. The selected alternative must serve UCLA directly . This is going to be one of the busiest Metrorail stations in the county in terms of ridership. This once again disqualifies Alternatives 1 and 2. 3. Transfers/connections. The selected alternative should have short and convenient transfers to the other Metro lines (Expo, Purple, Orange, future East San Fernando) as well as Amtrak/Metrolink. These transfers are forecasted to become the busiest in LA County. The connections in monorail alternatives are unsatisfactory - too long and inconvenient - due to their pedestrian-hostile alignment along the interstate freeway (I-405) in the Valley and will suppress ridership. Only properly positioned underground heavy rail stations can do this job well. Thus, once again, Alternatives 1, 2, and 3 should be rejected. 4. Travel time. To be competitive with driving and thus successful in terms of ridership, the selected alternative should have the shortest possible travel time . Forecasted travel time by monorail alternatives is generally longer than by heavy rail alternatives. Thus, monorail alternatives should also be discarded based on their longer travel time. 5. Density. Placing a high-capacity rapid transit line along an interstate highway is the worst possible alignment. The selected alternative needs to have stations where population density is high and job density is high . Stations in the immediate vicinity of I-405 serve neither. Stations in San Fernando Valley should be on Sepulveda Blvd. or Van Nuys Blvd. Thus, once again, only Alternatives 4, 5, and 6 qualify. Based on the five items above, monorail Alternatives 1, 2, and 3 should be soundly rejected . They are simply unacceptable on multiple grounds. Among the other three alternatives, I think all three would work just fine. I have a slight preference for a fully underground line under Van Nuys or Sepulveda (Alternatives 5 and 6), but I understand the issue of the cost effectiveness and think that Alternative 4 would be fine as well. Please advance only alternatives 4, 5, and 6 for further consideration. Thank you for recording my public comment and fully taking it into account. Sincerely yours,
			No	1/15/2022	This public transportation option is so so destructive that it should be removed from consideration immediately!!!! It is totally insane that you are considering this horrible plan that will fully ruin the Sherman Oaks community for many many years without any reasonable payoff. PLEASE PLEASE take this option off the table IMMEDIATELY!!! —
			No	1/15/2022	As a Sherman Oaks homeowner, I have serious concerns about Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Few places around the world exist where elevated trains are not a blight instead of being additive. Please focus on underground alternatives. Thank you. Sincerely,
			No	1/15/2022	Stop studying Alternative 4 for the Sepulveda Pass with elevated rail trains above Sepulveda Blvd. in SF Valley. It will have a destructive effect on the whole community, indefinitely.
			No	1/15/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever.
			No	1/15/2022	I love the idea of increasing public transit but in the end, saving a few dollars today disrupts the entire neighborhood and isn't a good investment in the long run. Do it right the first time and put the metro underground in Sherman Oaks.
			No	1/16/2022	Quit destroying the quality of life for people. I'm a poor apartment renter in Sherman Oaks but this is going to kill the neighborhood. Very few people use the metro. This is not going to make it more popular. The buses have decent routes that run down Sepulveda. I've used this before. This is a waste of money and destruction of the neighborhood. As a poor person, the only subcategory that actually uses the metro, stop this.
			No	1/16/2022	To Whom It May Concern, We just got mail regarding the metro train wanting to be built on Sepulveda. We are LA natives and this being built in the SFV is a shame and will take a turn turn for the worst for the valley. Do you know how many people live in those apartments? How this would affect their health with the smog? How much noise? How many more transients there will be due to fast commuting? Sherman Oaks is supposed to be safe, clean, fun, lively for families. This will cause it to be a mini DTLA — where no one wants to live. Do not do this to our SFV — especially from LA native who appreciate the valley unlike others. This is a shame.
	Sherman Oaks	91401	No	1/16/2022	To Whom This May Cancern, Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks!
			No	1/16/2022	I'm a local residence of Sherman Oaks. Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running above Sepulveda Blvd in valley. Alternative 4 will destroy Sherman Oaks forever. Thanks!
			No	1/16/2022	Please stop studying and considering alternative 4 for the Sepulveda pass with elevated trains. Do not destroy Sherman Oaks forever with this ridiculous plan.
			No	1/16/2022	Stop studying ridiculous Alternative 4 for Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever!
	London	N1 4AE	No	1/16/2022	I would like to recommend going with the Heavy Rail Transit (With Driver) option, because it appears to be the best to cope with future passenger growth as concerns about climate change grow. This option can be automated like the Victoria line on the London Underground, where an operator on board would increase passenger confidence and be able to respond to minor incidents like someone trying to beat the closing doors. I feel that going with Heavy Rail Transit would unlock a wide choice of suppliers for infrastructure, from Alstom to Stadler.
	Sherman Oaks	91423-4307	No	1/16/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. Thank you,
			No	1/16/2022	I am very against the Sepulveda project, we already have extreme noise from the freeways, extreme noise from helicopter flying, and now you want to add train noise to our properties? It will destroy our property value, it will provide no benefit to this area and you will be destroying areas, one of our higher value areas, just because you

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					want to put this trailway through? It's going to cause too much traffic, too much noise. Find another area. This alternative is not going to work and I will attend and get everyone I know to attend rallies against this.
			No	1/16/2022	I live blocks away from the proposed alternative 4 location in the Sepulveda pass project and am deeply opposed to this above ground rail alternative number 4. our community is already overwhelmed with the noise of both flying helicopters and jet traffic out of and into Van Nuyes airport let alone the noise of the 405 freeway just blocks away. Do not consider this ridiculous alternative 4 above ground heavy rail project for the sepulveda pass. As this option will further destroy our quality of life. I personally have experienced real noise issues from Metro from many locations around the county and know the serious damage it will do with the constant screeching noise from such proposal. This option is dead on arrival and I will along with our entire community fight as hard as we can to stop alternative 4 from being built. Do not do alternative 4. You have other alternatives and variations available. do not consider the damaging alternative 4.
		91403	No	1/16/2022	Hello, I live blocks away from the proposed “Alternative 4” location in the Sepulveda Pass project location and am deeply opposed to this above ground heavy rail alternative!!! Our community is already overwhelmed with the noise of low flying helicopters and jet traffic out of and into VNY, let alone a noisy freeway (405) just a block away. Please, stop studying this ridiculous “Alternative 4” option for the Sepulveda Pass as this option will further destroy our quality of life. I’ve experience above rail noise issues with Metro from many locations around the county and know the serious damage it will do with constant screeching noise from such a proposal. This option is dead on arrival and I will, along with our entire community, fight as hard as we can to stop this Alternative 4 from being built. DO NOT DO IT! YOU MUST DO BETTER!!! You have many other viable options, stop the consideration of this most damaging Alternative 4!!!
		91403	No	1/16/2022	Tthe elevated rail option above Sepulveda Blvd is short sighted insanity Isn't It enough that you have put 4 entrances to the freeways off Sepulveda causing intense gridlock every working day of the week with average time to just cross Ventura Blvd 1/2 hour from my house which is 3 blocks away.Obviously this brillant option came from some individual who doesn't live in Sherman Oaks and who hasn't ever seen the El in the Bronx which has been responsible for a dirty outdated horrible noisy neighborhood. Get a grip. Leave Sepulveda Blvd alone with its homeless encampments on either side of the street and it's tacky motels and impossible traffic.The time to have put the monorail system down the middle of the 405 was when we were under two years constuction to widen it. Where were the brillant minds running this city then??? I'm not a PETA PERSON,BUT I'm sure they'll have something to add re destroying the Sepulveda bird sanctuary with the noise I suggest you remove this option from your plan immediately if not sooner and remove the person who suggested it from your committee
			No	1/16/2022	stop studying ridiculous alternative 4 for the sepulveda pass with elevated heavy rail trains running 20 to 40 feet above sepulveda blvd. in the valley. alternative 4 will destroy sherman oaks forever.
		91325	No	1/16/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/16/2022	I am a Glendale resident throwing in my support for the heavy rail alternatives preferably alts 4 or 5, whatever is cheapest for the city. From all evidence presented, the monorail is a lower capacity vehicle that integrates poorly with the current Metro system and does not effectively connect to the Orange, Purple or Expo Lines, and the underground option makes it just as expensive as a heavy rail. Nobody wants to walk to the 405 to get on a train when we could enter via local road like Sepulveda Blvd. Waiting in the middle of freeways is smelly and noisy and will depress ridership. In addition, the 405 is not where riders need to go or be. Sepulveda has bus stops for effective transfers. The Orange Line busway will have its stop over Sepulveda. That's an 8 minute walk to the monorail. The Purple and Expo lines show 3-5 minute out of station walks which are a poor means of connecting the lines. A heavy rail option, be it above or underground, features none of these weaknesses. As stated in the presentation, the UCLA and Purple Line stations on the Sepulveda Line will be both the highest non-transfer and highest transfer stations in the entire Metro rail system. These need to be the highest priority stations with the most effective forms of transfer: less than one minute, and within the station and not outside of. Thank you for letting me comment.
			No	1/16/2022	Hi, I'm writing to express my strong opposition to the proposed metro above ground in Sherman Oaks at the Sepulveda pass. This would directly affect me and my family of 5 - we have 3 children in elementary school that attend in the neighborhood. Besides the obvious noise disturbance it would cause, it would also increase hundreds of people to enter our city that normally would not, jeopardizing the safety and privacy of our neighborhoods and actually increase traffic for us. Furthermore, our property value will be destroyed and we will be forced to move out of this neighborhood and disrupt our children's schooling by pulling them out of their home school and moving somewhere else. All of the wealth in this neighborhood will leave and Sherman Oaks will be destroyed. Sherman Oaks is an upper class neighborhood and should be treated as such. You wouldn't put an above ground metro in Beverly Hills or the Palisades and you shouldn't put one here either. These are multimillion dollar homes and we pay too high of a property tax to be subject to such ridiculous elevated train plans. It doesn't make any sense! We are already battling the increased homelessness and crime that has overtaken our neighborhood and do not need to also battle this absurd metro plan. Our government should be more concerned in this current climate about the poor economy, high interest rates, covid, crime and homelssness than building this unnecessary and intrusive above ground metro in our neighborhood! It is not something we want and we have the right not to have this invade our neighborhood and ruin our quality of life. Please stop the Alternative 4 above ground metro plan for the Sepulveda Pass in Sherman Oaks. Sincerely,
			No	1/17/2022	Commenting on alternative 4 project going right along Sepulveda or right above sepulveda blvd. I think it is a big big mistake. I don't think it will be good at all. I mean you are running it right on a major street. You may as well put something right along Ventura Blv.d It makes no sense. Public transportation is good but not right over a main artery. I think it is a very very bad idea. Very bad idea. I hope this does not go through. It is just going to destroy the street for one. It will bring more crime into the area. I think it is just a bad idea.
	LOS ANGELES	90034	No	1/17/2022	The BYD proposals have terrible connections to existing lines in the Valley. UCLA stop is a major stop so #3 is the only one even worth considering. And the original BYD proposal pricing didn't seem to include this stop. Not sure why the heavyrail options #4 and 5 future max capacity is underlisted but as one of the most populous cities in American, we should be planning for the future in taking on a project of this scope so the options with greater current and future capacity for riders should be given preference. Therefore, I suggest #4 or 5.
			No	1/17/2022	Stop studying ridiculous Alternative 4 for Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks for ever.
	Sherman Oaks	91403	No	1/17/2022	Dear Metro, I live at Magnolia Blvd. & Sepulveda Blvd. in Sherman Oaks. We already have lots of noise from Freeway 101 on one side and Freeway 405 on the other side, adding above ground rails, stations and buses will only add to the cacophony of noise that disturbs the neighborhood's peace and quiet. I have lived in Sherman Oaks for 25 years and know the roads and the congestion. Sepulveda Boulevard at Ventura Boulevard, and Freeways 101 - 405 Interchange, which cuts through precious mountains and valleys will only worsen our congestion, create further landscape fragmentation, loss of wildlife habitat, ruin the California viewshed for residents, businesses, and visitors. I urge you to not build at grade or aerial on Sepulveda Blvd in Sherman Oaks. Respectfully,
		90025	No	1/17/2022	I like Alternatives 4-6 that run along Van Nuys Blvd. and Sepulveda Blvd. Alternatives 1-3 are surrealistically bad: they are almost entirely along the I-405 interstate. All stations are away from where they need to be and where people need to go. And two out of three do not even serve UCLA! Metro cannot be serious offering such poor alignments and station locations. To sum it up: Alternatives 4-6 are good, Alternatives 1-3 are awful. Keep the former, discard the latter.
		91411	No	1/17/2022	I would like to thank Metro for finally building this line! It is very needed. I think the monorail alternatives are totally inadequate and unacceptable though. Connections to other Metro lines (for example, Orange line and future Purple line), as proposed, are going to be very long and inconvenient. The travel time for monorail alternatives is also longer than for the heavy rail alternatives too, which, coupled with long transfers, makes Alternatives 1-3 inferior and non-viable. All of them should be removed from further consideration. Among the heavy rail alternatives, I prefer Alternatives 4 and 5, because they run along Sepulveda Blvd. in the Valley. This will create a separate transfer point to the Orange line at a different Orange-line station, in addition to the transfer point on Van Nuys for the future East San Fernando line. My concern is that placing all transfers among the three lines (Orange, East San Fernando and Sepulveda) at the same location on Van Nuys would create a very crowded transfer station. But, apart from that, I like all three heavy rail alternatives. Thanks again for connecting the Valley and the West Side. I hope a proper subway line is built, not some monorail boondoggle, which belongs only to Disneyland and the Simpsons.
	SANTA MONICA	90405	No	1/17/2022	I'm in favor of option #2. Monorail will be a faster build and address the need we have sooner. Stopping in Westwood is sufficient, and a people mover would enhance the UCLA-Westwood connection in ways that support larger-scale and local public transportation needs. Including a stop at the Getty also increases access to a highly significant cultural institution to folks for whom it might otherwise be inaccessible, increasing equity and access in Los Angeles.

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	Santa Monica	90405	No	1/17/2022	Of the proposed options, I like Alternative 2, for a number of reasons. I believe that underground heavy rail projects are going to take significantly longer to construct — both the stations and the alignment and the tunneling work are likely to take time comparable to the current Westside extension and in my opinion speed to completion and more stations is more important than the mode of transport. In addition, station alignment at the Getty is preferred to unlock that visitor hotspot. Between the monorail alternatives, the second one stands out because it features a station in Westwood. Allowing passengers to board and exit in Westwood would allow the system to become highly usable even before the automated people mover gets built (or even if it never does), since there are a lot of bus routes that run to the UCLA bus terminal. Given that a lot of folks might be opposed to a monorail type project, I think that Metro team should clearly explain why dual track light rail is not being considered. I also suggest some rough estimates in difficulty to be published alongside alternatives — either in estimated construction times, or some other measure — since they are likely to help inform opinions.
	Los Angeles	90036	No	1/17/2022	Please only consider heavy rail options because: compatibility, repair-ability, capacity, higher speed, less expensive trains and replacement parts. Mono-rail is not a feasible mode because: tracks have to be completely elevated(excessive infrastructure), destructive to streets/neighborhoods (like freeways), low capacity, low speed, difficult to repair. https://youtu.be/9f__nhlHC1g https://youtu.be/cN-z0fGraDw
	Los Angeles	90036	No	1/17/2022	(correct email) Please only consider heavy rail options because: compatibility, repair-ability, capacity, higher speed, less expensive trains and replacement parts. Mono-rail is not a feasible mode because: tracks have to be completely elevated(excessive infrastructure), destructive to streets/neighborhoods (like freeways), low capacity, low speed, difficult to repair. https://youtu.be/9f__nhlHC1g https://youtu.be/cN-z0fGraDw
			No	1/17/2022	Stop studying alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20-40 feet above Sepulveda Boulevard in ! Thank you the Valley. Alternative 4 will destroy Sherman Oaks forever. Stop this
	Woodland Hills	91367	No	1/17/2022	Dear Sepulveda Corridor Leadership and Metro Board, While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right. I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor. Thank you,
	Woodland Hills	91367	No	1/17/2022	I do not think the the monorail idea is appropriate for our situation here in Los Angeles. We need a real Railroad that will help end our climate crisis and help with our supply chain issues.
			No	1/17/2022	I live in Sherman Oaks, next to Sepulveda. I am strongly against the Metro line. I do not want that next to my house on Dicken st. I do not want it there. I will do anything to stop it. It will be ugly, and expensive and decrease the value of my house. I am very strongly against that. I would like to get a phone call back. I also want the name and phone number of the legal person responsible for this. Is it my council representative in the city of LA. Or who is responsible for staring this mess? This is inexcusable.
	Santa Monica	90404	No	1/17/2022	Alternatives 4 or 5 are in my opinion much better than any monorail options in the choices given. If anything, this corridor must be heavy rail for better interface with legacy systems.
	Sherman Oaks	91403	No	1/17/2022	Good Morning, I am writing to insist Metro cease studying Alternative 4 for the Sepulveda Pass, with elevated heavy rail trains running 20 - 40 feet above Sepulveda Boulevard in Sherman Oaks and other parts of the valley. Alternative 4 is a horrendous approach that will bring great destruction to Sherman Oaks, which is a very historic part of our Los Angeles community. As the “historian” of Sherman Oaks, I have a broad knowledge of the creation, growth and history this area has undergone in the past 100+ years. To see this above ground option implemented would undermine the rich history of our ancestry. There are other options, below ground. Regards,
		91403	No	1/17/2022	STOP ALTERNATIVE 4 AND ANY OTHER CHOICES THAT GO ALONG SEPULVEDA BLVD We are homeowners in Sherman Oaks just West of 405 freeway. We live in a lovely neighborhood that has been jeopardized time and time again with so called improvements. We have lived here since 1991. In that time, we endured the 405 expansion two different times with construction work overflowing into the neighborhood. We are a neighborhood that cares about our community. We all pay high property taxes in this neighborhood. We work hard to maintain our homes. Please stop!!!! Alternative 4 will be one block from our home and our neighbors!!!!!
		90405	No	1/17/2022	5 > 4
	SHERMAN OAKS	91403	No	1/17/2022	Hello, I am in favor of expanding public transportation options in Los Angeles ONLY if noise pollution is not increased. I oppose any plans that would cause an increase in environmental and noise pollution. My husband and I spent time in the neighborhood we live in before buying our house to ensure the neighborhood was quiet. We've faced an increase in air traffic noise since the time we bought our house. I hope the city will be able to find a quiet solution for the Sepulveda corridor that does not increase noise or impact the environment. Thank you for your time and consideration.
			No	1/17/2022	Stop considering Alternative 4. I will be awful for my community of Sherman Oaks The monorail alternatives down the median strip of the 405 are cheaper and less intrusive of our community. I understand tunnels through the mountains would be nice but outside the budget for the project.
			No	1/17/2022	We are members of the Sherman Oaks Homeowners Association, we live in Sherman Oaks, around the circle and we absolutely do not want the proposed elevated train in our neighborhood. And we will fight it.
			No	1/17/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running ?20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever! There are better, less intrusive, less expensive ways to accomplish connection the West side to the Valley. How about a monorail along side the 405..with an electric bus connection to UCLA? ONLY If the route aligned to the 405 median vs the east shoulder in the Valley. No tunneling in earthquake areas! It would be the quickest to build and possibly within the current Metro budget. You really have to come up with something other than Alternatives 4-6! These

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					ideas just don't know good sense! Additionally, Sepulveda is already a traffic nightmare: with the horrible idea of tunneling and elevated trains, noise would be awful.. homes and businesses would be destroyed.. for what??? A really stupid idea. Don't destroy my neighborhood!
		90278	No	1/17/2022	The line should use heavy rail transit; the monorail options would not be sufficient for the passenger traffic, not fast enough, nor convenient enough for those going to UCLA. Option 6 is the best heavy rail option, except the segment south of Wilshire and Westwood should be changed to be that from Options 4-5, to facilitate future extension along I 405 towards LAX.
	Pasadena	91106	No	1/17/2022	I support the heavy rail options over the monorail options. They have a higher capacity in both the original configuration and the potential max capacity of the line is both higher and will not require massive new construction on the line as the monorail options would require. Additionally the monorail's disruption to the 405 during construction would only further strain capacity through the Sepulveda pass for years.
			No	1/17/2022	I applaud you for trying to help the traffic that comes to and out of the San Fernando Valley. I do not understand why in the rest of the City they have a great subway. Why is it that the Valley cannot have a subway going to the Westside? And, why are all of the extensions that are being proposed above ground? It has been shown that when the rapid transit is easy, people will take it. I live off of Sepulveda boulevard. To get downtown, I have to take three different vehicles - -a bus.. a rapid bus, and then the blue line. This adds considerable time and effort.
			No	1/18/2022	Hello I'm a UCLA student and I support option 4 for the Sepulveda Transit project. Option 4 would have the benefits of a high capacity automated subway while also serving UCLA. The elevated portions in the San Fernando Valley are a good tradeoff to keep costs lower. Please chose option 4 of your 6 options for the Sepulveda Transit corridor. Thank you!!
			No	1/18/2022	To whomever sent me this flyer regarding the new Metro project, I am so glad you sent this to me. I have lived in Sherman Oaks since 2012 and I had no idea the City of Los Angeles was finally going to ease all this traffic congestion. I've been saying for years this is what the City should do, and I never once believed they would ever do something about it until I saw your flyer. I am just wondering how long the construction will be until this project is completed? My fiancée is not allowed to drive due to her epilepsy, so this is really going to be a God-send for her. Also, I go to Burbank a lot, and taking the Metro will definitely be a much smoother commute and save me a lot of money on gas (I could use all the money we can save. Weddings are expensive.) Are there any plans for the Metro in Sherman Oaks to connect to the Redline Station in Studio City? Also, are there any plans for it to connect to Century City or Santa Monica? We need those connections also. Thank you,
			No	1/18/2022	To Whom it may concern, This plan is a disaster and will only cause more people to move from California to other states. As it is, people are leaving this state in droves. Isn't it bad enough that we who live in Sherman Oaks, Studio City, Encino areas are suffering from all the Burbank Airport noise pollution? The 405 FWY widening project lasted for years. This is not solving the issue with easing transportation issues. This is NOT the time to be adding public stress to citizens. STOP THIS PLAN! Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever.
	Santa Monica	90403	No	1/18/2022	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?
			No	1/18/2022	Dear Metro, As a native Angelino who visited Disneyland in the 1960s and 70s, I was always enamoured with the Monorail ride and frequently wondered why we couldn't have them deployed throughout the city. However, I've been convinced by the arguments against their deployment in the Sepulveda Transit Corridor unless reasonable integration with the existing train/subway systems is possible. A successful Sepulveda Transit Corridor alignment must include a direct stop at UCLA, a direct stop at Westwood Village, a connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA

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					stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you for your consideration of these issues,
			No	1/18/2022	Dear Sir or Madam, I'm a relatively new resident in Sherman Oaks. I bought a home about two years ago and really love my quiet residential neighborhood. My house was not cheap by any means. In fact, it gets more expensive to live here by the day and it took everything I had to be able to buy property in this neighborhood. Since I've been here, I've watched my property taxes climb consistently with nothing being done with the money to actually help the neighborhood - we still have a homeless problem and there are barely any street lights in the neighborhood. It's the residents themselves who try to keep the neighborhood clean, safe and respectful. And now you want to to ruin it permanently by building a metro right through it? Everything we love about Sherman Oaks - quiet, residential, clean - gets destroyed both in the construction phase and forever after once the train is completed. No metro! You can't expect people to spend their livelihoods to live here and then trample on it! A metro would ruin our peace, quiet and property value! Find another place to build a train. Go someplace where it's more commercial and less populated. Go someplace where the residents aren't paying an exorbitant amount in taxes to live there! Here's an idea - why don't you clean up the homeless and do something about the escalating crime before destroying the neighborhood further?! California is nothing else if not consistent in its complete lack of concern for its residents. I will join my neighbors in fighting this metro with everything I have. Thank you for taking the time to read this. Regards,
			No	1/18/2022	Good morning, Tax dollars collected from the valley spend just the same as tax dollars collected over the hill. Why then is Alternative 4 being considered for the Valley when the majority of Metro rail over the hill is underground? It's almost like you think the valley is separate and unequal. Put this metro extension where it belongs - underground.
	Los Angeles	90027	No	1/18/2022	Hello! I am writing to express, first and foremost, my support for ANY of the heavy rail options over the poorly conceived monorail alternatives. As far as I can tell, the monorail options, while cheaper, rely on inconvenient out-of-station connections to the Expo, Purple, and Orange lines. Without convenient connectivity to the rest of the LA basin, what is the purpose of such a line? If this is indeed going to be a transformative project for the westside, and if the goal really is to turn two-car families into one-car families, and one-car families into carless families, then these connections must be as seamless as possible. The monorail options would be a glorious waste of money. Of the three heavy rail alternatives, the best alignment in my view is #6, under Van Nuys. This alignment offers the potential for better transit oriented development, as options #4 and #5 are too close to the 405 to be a responsible location for large apartment buildings. (I believe it's irresponsible to build apartments so close to freeways, given the adverse health effects.) It also sends the line through the most walkable part of Sherman Oaks, at the intersection of Ventura and Van Nuys. However, it is not immediately clear to me why this alignment is not being proposed as a PPP. If this alignment cannot make use of the increased capacity afforded by bringing on Bechdel as a partner, then I'll concede that it may make more sense to pursue alignment 4 or 5. Though, again, I would urge the city to find a way to use alignment 6 with 90-second headways, as it is more direct, and hits parts of town that are already better-suited for transit. Regardless, the key point is not to be suckered in by the relative affordability of the monorail options. This is not a 5- or 10-year project. This is 100-year project, and pursuing the most elegant, convenient, useful solution will more than justify the cost in the long run. Thanks for your time!
			No	1/18/2022	Stop studying ridiculous Alternative 4 for Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks Forever.J.G.

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	Sherman Oaks	91403	No	1/18/2022	I had no idea this was planned. I received a mailer from the Sherman Oaks Homeowners Association encouraging me to attack this plan. Actually, it seems a GREAT idea to me. Sepulveda is almost entirely a commercial street. Much less residential than any other North South street in the Valley. Traffic to and from the Westside can be horrific as EVERYONE knows, so this would help relieve traffic. Would seem that this would greatly benefit lower and moderate income working families in being able to more easily take jobs in West LA, etc. as well as benefiting working class families feasibility for UCLA access, And, as a longtime resident of the SF Valley, the prospect of eventually being able to take public transit to and from LAX is thrilling. It seems that the underground alternatives would be less disruptive but cost more so I am happy to leave it to your judgment as to which of the 6 alternatives works best. But I strongly encourage you to resist the selfish and short sighted pressure from the SOHA NIMBY crowd. The most troubling aspect of our recent body politic has been the selfishness and egotism of people from all political identities. Kudos to all of you for working on this. Don't give in to the NIMBY crowd. Sincerely,
	Santa Monica	90404	No	1/18/2022	I like the idea of improving transit options along the Sepulveda Transit Corridor. We desperately need faster and better options to travel along this route, especially given that the moment something like an accident or fires blocks the 405, the entire area essentially shuts down. I think that the heavy rail alternatives proposed are the best options. They are the only options that directly connect to UCLA. Yes, the other monorails suggest that one can easily connect to UCLA via a secondary transfer, but it seems like you're simply adding extra traffic and clogging to what may already be a hefty commute for many. UCLA has enough of a transit demand from employees and students alike that it makes most sense to just connect as directly to it as possible. Furthermore, students are going to often be the folks who can make the best use of this kind of transit - they may live in the valley to reduce housing costs or to live with family. They may also not be able to afford a car or may be unable to use the car due to another household member needing the vehicle. In addition, they can use the public transit options to avoid parking costs at UCLA, which are rather prohibitive. From a more practical perspective, monorail also has a lower capacity than the heavy rail options. It seems that if the issue is that the existing options don't efficiently move traffic along the Sepulveda corridor, then the solution should be to expand capacity in new methods as much as possible.
	Culver City	90230	No	1/18/2022	I strongly support the heavy rail options proposed in Alternatives 4 & 5, primarily because of their short headways, high capacities, and direct connections to UCLA. The option proposed in Alternative 6 would also be excellent, but I did note the longer headways and lower car capacity when compared to Alternatives 4 & 5. I don't think a monorail option (Alternatives 1-3) would alleviate enough congestion along the route to be viable, and Alternatives 1 & 2 are non-starters due to their lack of direct connections to UCLA. Additionally, given the track record of proprietary monorails in other cities (i.e. Jacksonville, Miami, Seattle), heavy rail just seems more secure. Equipment on standard gauge rails could be sourced from any number of manufacturers or subsidiaries, given the widespread use of the standard in rapid transit systems.
			No	1/18/2022	This email is in regard to the proposal that would have Metro Trains elevated over Sepulveda in the San Fernando Valley. This is a horrible proposal that would change our community for the worst. We in the area will be forced to sue for the loss of property value. A much better fix for improving the flow of traffic over the Sepulveda Pass is to get rid of the stoplights at the ends of the off ramps of the 405 freeway. The freeway is otherwise capable of flowing the traffic, but these lights back the traffic up and effectively take out 2 lanes of the freeway. At the end of the off ramps a right turn should be the only turn allowed with the cars merging into traffic on the surface street. Traffic wanting to go the opposite way can sort it out with a U turn down the road. By the way, you should also rid us of those ridiculous stoplights at the beginning of on ramps that waste fuel and don't allow the slower cars to merge easily into traffic.
	Los Angeles	90007	No	1/18/2022	I support the Bechtel heavy rail options as presented by Metro. Specifically, I support Alternatives 4 or 5. Alternative 4 is the ideal option, given the cost savings that can be achieved from the elevated northern section. However, Alternative 5 is acceptable as it runs along the same alignment. It is critical, however, that Metro DOES NOT choose any of the monorail options presented. Monorail is not fit for a high-capacity corridor like the Sepulveda corridor, the monorail alignments do not integrate well with the city, travel patterns, and existing infrastructure, and the company presenting these options, BYD, has a dubious track record, given the previous debacle where BYD presented faulty buses to Metro. Frankly, given BYD's tendency to hand money to politicians, the poor quality of their products, and the terrible alignment proposed by BYD, picking any of the BYD options would suggest to the citizens of Los Angeles that their Metro Board members are corrupt and need to be voted out as soon as possible.
			No	1/18/2022	Dear Metro I'm writing to you to stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail triains running 20 to 40 feet above Sepulveda Boulevard in the Valley. Alternative 4 will destroy Sherman Oaks forever. Please consider the what the nightmare this will create to our community for generations to come Thank you
			No	1/18/2022	To whom it may concern: I'm a resident of Sherman Oaks. STOP studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20-40 feet above Sepulveda Blvd. in the Valley. Alternative 4 will destroy Sherman Oaks forever. Respectfully, Sherman Oaks Residence
			No	1/18/2022	To whom it may concern: I'm a resident of Sherman Oaks. STOP studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20-40 feet above Sepulveda Blvd. in the Valley. Alternative 4 will destroy Sherman Oaks forever. We do not want the congestion or the noise to disturb our beautiful and peaceful neighborhood! Respectfully, Shirin Mashadian Sherman Oaks Resident
	Sherman Oaks	91401	No	1/18/2022	The more public transportation options, the better, and in LA we have a lot of catching up to do when it comes to rail. I favor above ground rail, both so passengers can look outside and see something, but also so that other commuters see the train, reminding them of the option to take public. If it's bike and pet friendly, that would bring it more in line with 21st century needs (if I need to bring my good boy over the hill and don't want to take the car, what am I supposed to do?). :) In the face of climate change, we need this yesterday. Thanks to all involved for shepherding this through.
		91401	No	1/19/2022	I am totally against this ridiculous transit program that you are trying to do on Sepulveda with the mass transit train so big thumbs down from me
			No	1/19/2022	1.Metro line would be ugly. 2.It will decrease house value. 3.I drive on Sepulveda every day and traffic is not a problem.
	Sherman Oaks	91403	No	1/19/2022	As a Sherman Oaks resident, I am appalled that you would consider Alternative 4 for the Sepulveda pass with heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in the Valley. Our home values will be destroyed. Many of us rely on the equity we have in our homes for our retirement. It will be impossible to commute to

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					the West Valley from Sherman Oaks when Sepulveda is shut down. The noise pollution from the trains' horns running every 45 seconds will create a nightmare for our residents. This is insanity!
	Los Angeles	90026	No	1/19/2022	I'd like to see the City invest in any of the heavy rail options, 4-6.
		91405	No	1/19/2022	This is a long overdue project. There can be no question about its need. However, the monorail alternatives raise many questions. They are totally inadequate and should be dropped. The entire project team should watch this video: https://www.youtube.com/watch?v=xJdbCgVkH3w Its author makes all the analysis and due diligence that should have been done by the Metro team in the first place. I cannot repeat all his arguments made there in my comment, but they are numerous and very reasonable. Please view the entire video as a part of the public comment. And most importantly, please go with heavy rail options and spare us from that monorail nonsense. We need proper transit, not some waste of public dollars on a "monorail". Future generations will thank you for that!
	Los Angeles	90017	No	1/19/2022	As an LA resident I believe Alternative 5 is the best option to serve the city.
	Los Angeles	90017	No	1/19/2022	What I suggest is option 4.
	Los Angeles	90026	No	1/19/2022	I don't think the Monorail alternative is very appealing. I would prefer the subway option. I would especially like a sepulveda pass to D-line connection. Integration into existing rail should be the determining factor.
	Los Angeles	90027	No	1/19/2022	Please invest in heavy rail, NOT a monorail
		54601	No	1/19/2022	I would like to see heavy rail rather than a monorail due to the easier connection to UCLA and ability to add extensions in the future.
	Sherman Oaks	91356	No	1/19/2022	I am a resident in Sherman Oaks. I really object building a train line throw my community. Sherman Oaks has all the comfort of a quiet residential neighborhood, the train will highly impact our way of life, it will bring noise and unwanted elements into Sherman Oaks. I strongly object having to build the train throw Sherman Oaks.
			No	1/19/2022	Dear Metro Executives, I am adamantly Against the SEPULVEDA PASS ALTERNATIVE 4 plan Please stop studying this community ruining venture. The Elevated heavy rail system 20 to 40 feet about Sepulveda will destroy this historic Sehrman Oaks community. Cause Noise pollution for miles and disrupt the wildlife in the hills, Its a bad idea and on that is short sited fiscally and environmentally, Sincerely,
	Santa Monica	90403	No	1/19/2022	I'm in favor of the heavy rail alternatives, particularly option 4 or 5. Monorail is perceived as slow, fragile, limited, and will not attract as much of the new ridership that LA Metro wishes to attract. I'm also skeptical about it because of the sudden increase of private partnerships and options with regards to it which makes me think it's a for-profit enterprise and not for the people.
			No	1/19/2022	The Sherman Oaks Sepulveda Corridor Transit, the Metro Alternate 4 is unacceptable it's not ok, it's destroying Sherman Oaks area, all those columns, and earthquake even at Las Virgines road, I did acutally a geological research for my class, geology 101 and erosion did happen at las virgines panel. That was several years ago or more but it did happen, erosion. The tunnel is inacceptable, we have earthquakes in the Bel Aire West LA mountains there. I would never use this and it's ruining all those columns, they'll break in an earthquake and be just like the 71 earth quake or 94. I just can't believe that this would be accepted or even thought of. I would like the light rail- it would be better, just have it go down the middle of sepulveda blvd. the light rail. I just don't understand why this has to be build. It's no necessary. Concrete is not the best choice, and the use of concrete is not ok. This type of huge project is not ok. It's ugly but that's not even the point, it's got these huge columns and in an earthquake when you're taking people away from their homes for no reason. No one's going to use this. No one is going to want to use this.
	Los Angeles	90045	No	1/19/2022	I suggest Alternative 4 or 6. I think having underground rail through the actual pass could (?) help in keeping the train running, even when (the now seemingly annual) fires occur along the 405 FWY. I also think keeping the train underground could help protect wildlife living in the SM Mountains. I also wonder if keeping the valley portion as aerial could help keep the train running when the valley portion floods (even in the smallest of storms). The part of Alternative 6 I support is having the terminus on the west side of the 405 FWY in west L.A.
		90245	No	1/19/2022	I would like future updates to include clearer understanding of the the time the various alternatives take to cross the Sepulveda pass from end to end. My biggest priority is the speed it takes to traverse the 405 corridor, as mediocre speeds may incentivize taking cars rather than hopping on the train. I would also like to understand how aerial portions of the possible lines would impact the future vehicle express lane plans along the 405 with only so much space to work with along this route.
			No	1/19/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20-40 feet above Sepulveda Blvd. in the VALLEY! Alternative 4 will destroy Sherman Oaks, the city that I have lived in for 20 years! #4 will create noise pollution and traffic in my neighborhood that I have owned my home in for 20 years, just east of Sepulveda Blvd. I oppose Alternative #4! Homeowner of Sherman Oaks,
	NORTH HILLS	91343	No	1/19/2022	I support a heavy rail, either Option 4 or Option 5.
	Los Angeles	90048	No	1/19/2022	I suggest the heavy rail proposal that connects to UCLA. This route is more accessible and will prove more effective for commuters, especially student, staff, and faculty commuting from the valley to the LA basin/UCLA.
	Los Angeles	90042	No	1/19/2022	What I would like to see is a heavy rail option (either Alternatives 4 or 5) for the Sepulveda Pass. I am a research scientist at UCLA, and having the station at UCLA's campus, along with a *direct* connection to the Purple/D line is critical for the success of the Sepulveda Line. Additionally, as we have seen in places like Seattle, monorail as a public transportation option ends up being more expensive and less friendly to consumers, as there are more operational and capacity issues often associated with them. Monorails can be fun in places like Disney World, but in the real world, they are hardly an effective option.
	Studio City	91604	No	1/19/2022	What I like is that the private sector is already engaged or will be shortly. I like the first three alternatives (monorail) the most because monorail is faster and less expensive to build and the corridor needs a solution sooner than later. I am concerned about where the monorail would exactly be placed, how stable monorails are during earthquakes, and what happens if there is a wildfire in the corridor, as has happened in the past. What I also wish to know is which (monrail or heavy rail) has less of an environmental impact.

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	Sherman Oaks		No	1/19/2022	To Whom it May Concern: Please stop studying ridiculous Alternative 4 for the Sepulveda Pass Project with elevated heavy rail trains running 20-40 feet above Sepulveda Blvd. in the Valley. Alternative 4 will decimate Sherman Oaks in a permanent way and destroy the quality of life here. Please treat our neighborhood as you would your own.
	Sherman Oaks	91403	No	1/19/2022	Please stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever. Do the right thing, Metro- respond to the citizens of Sherman Oaks' representatives, and treat our neighborhood as you would your own. We vehemently OPPOSE Alternative 4.
Westwood Village Improvement Association (BID)	Los Angeles	90024	Merged Document	1/19/2022	
	Sherman Oaks	91403	No	1/20/2022	NO ON ELEVATED TRAINS IN SHERMAN OAKS! Alternative #4 will destroy Sherman Oaks. Homes and property values will be destroyed. Our home is in the direct path of this proposed project, and we could never continue living where we are if this goes forward. Would you buy a home if a train flew past your living room every 45 seconds? If so, please buy our condo because we will NEVER be able to sell if this moves forward.
		90029	No	1/20/2022	A monorail through the Sepulveda pass should be a non-starter. This option's cost is grossly misstated, the travel time is much slower and max capacity is far lower than heavy rail.
	Sherman Oaks	91423	No	1/20/2022	I believe that this metro project is entirely wrong and should not be done. It is going to cause a terrible impact environmentally, in terms of noise, in terms of visuals and displacing people and reducing home values in the area of the Sepulveda pass in Sherman Oaks. I would like to comment that we do not want this in our neighborhood, that any rail system should not be built above ground, if there is a below the ground option that should be pursued, but no above the ground options
	Van Nuys	JCZGTC333	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Diamond Bar	91765	No	1/20/2022	I would like to express my support for alternatives 5 and 6. I would also like to express my strong opposition to alternatives 1, 2, and 3. All monorail alternatives place stations along the freeway or miss a direct and seamless connection to UCLA. The mistakes of the C line cannot be repeated. I urge anyone who doesn't see this happening with the monorail alternatives to go ride the C line and see firsthand how unpleasant it is to wait for a train while cars are rushing around you on the freeway. The whole point of this project is to create transit that is useful for county residents and gets them to places that they want or need to be. Placing stations near the freeway doesn't accomplish that. Monorail is an inappropriate technology choice given that this system must be able to endure for 100 or more years and have the greatest throughput possible. Artificially deflated construction costs will find a way to cause problems in the future. This is a once in a lifetime opportunity to re-implement transit options that were

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					stripped away from us during the past century. We cannot waste it by trying to create a flashy theme park ride with alternatives 1, 2, and 3. Thank you
	Los Angeles	90046	No	1/20/2022	Yes, please help increase the connectivity of this area with better, cleaner transit.
	Sherman Oaks	91423	No	1/20/2022	I write to express my outrage concerning Alternative 4 and respectfully request that it be removed from further consideration. Alternative 4 is completely unacceptable to Valley residents. It is the worst of all the alternatives being studied to a sizable Valley population that will be negatively impacted by its noise, pollution, worsened traffic and property devaluation. It will destroy Sherman Oaks forever. Why elevate trains over a long stretch of Sepulveda Blvd. in the Valley, but nowhere on the Westside? Shame on anyone who supports this who would not want this in their own community. Additional funding should be obtained for under-grounding the Valley portion, or, if that is truly infeasible, only the other 5 alternatives should be considered.
	Los Angeles	90291	No	1/20/2022	Alternatives 4 and 5 make the most sense. We need heavy rail for this line. A monorail would be a terrible decision that will impact our city for decades. Heavy rail in this corridor has the power to transform LA transportation.
	Los Angeles	90049	No	1/20/2022	I highly favor the Alternative 6 path with a stop at Bundy and the Civic Center on the Westside. It would be more helpful to have a West LA stop (which would connect to numerous businesses) than a stop at the 405 freeway.
		90014	No	1/20/2022	Please don't build a monorail. That seems very bad and impractical. Why wouldn't this line be cohesive with the rest of the system anyway? Personally all of the non-monorail options look good, as long as they connect as much stuff as possible and have large capacity. Aerial and above ground stations are preferable so I lean towards those options. The only thing I like about the monorail would be automated trains, could that not be implemented on the other train types? Automated trains could run way more frequently, right? Getting buy in for train useage means you need to be able to use that transit option 24 hours / day reasonably
		90302	No	1/20/2022	I really do like this project, and I think it's a very smart idea. Honestly, I would to propose that this project even extend down to the southwest side of LA as well, like Manhattan Beach and Torrance. This will make it easier for all walks of people to travel around LA.
		91403	No	1/20/2022	To have a Rapid Bus during 2022 & on into the construction of the rail that goes on the 405 freeway that Could be an alternate to the 761 (possibly bringing back the 788?) Speaking of rail tho, I would like a faster commute from Sepulveda / Orange line to the E line (Expo) with the current commute it takes an hour when it should take at max 30 min.
		90404	No	1/20/2022	This sounds like a great project that would alleviate much of the congestion along the 405 and west side areas. However to actually help with such issues it must be integrated with current systems such as local buses and connected with existing metro in conjunction with other new solutions such as bus lanes in order to make it a reliable and utilized project.
		90024	No	1/20/2022	I think this project is a great idea and a much needed transportation option between the Valley and Westside! As a student at UCLA, I wish this project would be aligned to pass under campus rather than sticking to the 405. UCLA is a fantastic transit market with very low car ownership, while the area by the 405 is not only difficult to access but pedestrian unfriendly. The complexity of figuring out which bus to take to a rail station farther away from UCLA would deter many students. UCLA could be one step in what would eventually be a connection to LAX from campus and the valley. The Culver City 6 bus is our only way to access LAX by transit now, and it typically takes over an hour despite LAX being 8 miles away.
		91604	No	1/20/2022	I would like for us to build a monorail to get over the 405 fwy. In my mind, that would be the easiest, least expensive, most non-disruptive way to build a train over the Sepulveda. It should also connect with other trains and major bus terminals and continue all the way to the trains that connect to LAX
		90025	No	1/20/2022	I love it. My employer is in the valley and I don't have a car, this would enable me to visit the office occasionally. But I live at Santa Monica and Sepulveda and I'm concerned that this project will tear up the strip of restaurants on the southeast corner. This is the only overnight 24-7 dining center on the west side, supports the lunch needs for the 3 tall office towers, and is one of the best parts of living in the neighborhood. I would hope that if there is a need for stationing or drilling that the city will look instead to the south west corner of SM and Sepulveda. That is private property which is not actually being put to use as residents aren't even allowed on that entire city block of grass.
		90049	No	1/20/2022	I would like to see Alternative 4 built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line is paralleling one of the busiest highways in the country, so high capacity is necessary. They make the line cheaper than the heavy rail options by using the highway, but sacrifice ride quality and transit connections in the process. Transit connections are extremely important for a line like this, and they need to be seamless, which Alternative 4 does extremely well. Alternatives 4 and 5 serve the San Fernando Valley the best because Alternative 6 duplicates the East San Fernando Valley LRT unnecessarily whereas Alternatives 4 and 5 add a station at Sherman Way to better serve the Valley. Alternative 4 is less expensive than Alternative 5 because it is elevated over Sepulveda Blvd and takes into account Metro's current plan to move the Sepulveda G Line station directly above Sepulveda Blvd from its current location. Alternative 4 directly integrates with the new station, providing better connectivity than the rest. Not to mention that automated light metro is cheaper to maintain and easy to adjust capacity wise. Assuming 30 trains per hour (every 2.5 minutes) for monorail and 6 cars, monorail can carry 14,220 pphpd (passengers per hour per direction). To get 8 cars at 30 trains per hour for monorail (which would be 18,960 pphpd), Metro would have to extend the platforms, an expensive process. Bechtel's heavy rail proposals build in capacity for 4 car trains with 40 trains per hour from the start, which has a maximum capacity of 27,200 pphpd without doing any modifications. My only suggestion is to build the stations to be able to expand to 6 car trains in the future, so that maximum capacity for Bechtel would be 40,800 pphpd. Bechtel has also built out the original BART system, so they have experience working and building good quality infrastructure in a zone full of earthquakes.

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		90024	No	1/20/2022	I'm a college student at UCLA and if there was a train to the San Fernando Valley, it would be nice if it passed through Valencia since that's where Six Flags Magic Mountain is. It's not easy to access the San Fernando Valley in general through transit so this would be a great idea.
		91403	No	1/20/2022	Often the 405 traffic is largely from families and tourists heading to the beach, a direct route would probably take a lot of cars off the road. I'm addition, some people travel from the San Fernando valley to Santa Monica and Westwood for school (UCLA and Santa Monica College are here) so that would also ease traffic. I myself take the 761 but it is an hour long bus because it has to travel on Sepulveda boulevard which is traffic heavy. A rail service would be extraordinarily quick in comparison.
		90066	No	1/20/2022	I'd like for routes connecting Culver city to playa Vista and the San Fernando valley
		90095	No	1/20/2022	Routes to UCLA and Westwood
		91607	No	1/20/2022	Yes please!
		90037	No	1/20/2022	A rail with a rising and falling steps. A rail car that doesn't require platforms, akin to the muni lines in the city of San Francisco. A rail from SFV to the Westside should also intersect the EXPO line at SaMo station. Maybe along Sepulveda Blvd.
		91356	No	1/20/2022	I absolutely love this idea! It would be great if this connected with UCLA as well and Santa Monica.
		91303	No	1/20/2022	Build a monorail. let's see Disneyland has had one for about seventy years. what the fuck is your problem?
		90094	No	1/20/2022	The more rail systems in place, the better! We need accessible, safe, reliable modes of public transportation. The bus connections should be adapted to fit along with the rail schedule and allow for smooth transition to get to most places of work around the local Westside.
		90008	No	1/20/2022	I don't have a car. Use the train. Definitely would be easier to get to the valley by train
		90024	No	1/20/2022	So glad to see this project moving forward! More transportation options other than driving is what LA and this corridor needs. The rail service should be frequent and available all day (not just during peak periods). There should also be easy connections to the UCLA campus.
		90025	No	1/20/2022	This project should include UCLA stops. Not on Wilshire, but connected with the campus as a major hub of jobs in LA. It should not be a monorail. There should be connection to the Purple Line It should go down the 405.
		91423	No	1/20/2022	I love the idea and we're overdue for more forward thinking ideas than just adding lanes to the 405. Monorail I think is a great idea as it can likely travel throughout other parts of the SF valley to the 405 corridor, connecting north and south and make for an enjoyable transit experience.
		91606	No	1/20/2022	Reliable rail service between Westside and the San Fernando Valley would incentivize more people to use public transit which would help clear the massive amount of traffic on the 405. This would also allow me to visit my friends on Westside more easily. I do hope that this project would help bring easier access to the Getty Museum and UCLA from the valley especially since it's comparatively so easy to get to USC by rail.
		91316	No	1/20/2022	The valley needs cross-city transit! Having to connect through 3 buses or trains to get anywhere on the west side is way too much.
		91101	No	1/20/2022	I love how its connecting more parts of socal to each other!
		91335	No	1/20/2022	A rail system like the Silver and Green lines that goes in between the freeway lanes would be amazing to get implemented on the 405 in order to get better transit between the SFV and West LA. At the very least, it could start near Sepulveda/Ventura or 405/101 crossing, but farther north on the 405 would be cool too. Although I've dealt with LADOT's Commuter Express before, it can be unreliable due to taking the regular freeway lanes. So the rail line would be fastest/best. Although subway may be an option, it would probably take an insanely long time to complete, and may be somewhat unsafe due to being under a mountain range in an earthquake.
		90292	No	1/20/2022	We Love seeing the Vision, we simply want it to happen! As Metro Community Mtg said the Crenshaw Line would open before Dec 2020, it still hasn't happened even as Superbowl is in February. Get it to happen! We are looking forward to this! Especially, those of us with disabilities!
		90024	No	1/20/2022	I would like for the new rail to pass through the Santa Monica mountains if possible and meet at the metro purple line that is being built toward UCLA
		90007	No	1/20/2022	As a USC student, I'm sick of having no ways to access the Sepulveda corridor. Trying to see friends at UCLA is a hassle and a half. We want quick, convenient ways to get around L.A. so that we don't have to rely on Uber. I think a monorail is great in theory, but simply will not be able to meet the demands of what I understand to be one of the most congested roadways in LA County. If the Sepúlveda line will get extended to LAX, a monorail seems like it makes no sense. We want FAST connections through LA. For its extension (Phase 2 I'm assuming) Westfield Culver City is a MUST! Fig at 7th gets old, and the purple line to century city isn't finished yet.
		90405	No	1/20/2022	I rarely go into the valley because of the nightmare that is the 405. Have several favorite restaurants there, but just don't want to make that horrible trip anymore— I even gave up a job (pre-Covid) because it meant driving over the hill. I'd certainly reconsider if there was a easier way to get from here to there.
		90004	No	1/20/2022	It's BEYOND time for this!! It should be fast and efficient.
		91606	No	1/20/2022	Why rail? Why not dedicated bus lanes? I love rail but it's super expensive and will take a long time to build. Dedicated bus lanes are much less expensive and quick to roll out.
		91606	No	1/20/2022	Why rail? Why not dedicated bus lanes? I love rail but it's super expensive and will take a long time to build. Dedicated bus lanes are much less expensive and quick to roll out.
		90401	No	1/20/2022	It's good to connect the Valley and the Westside get off the freeway I personally travel by transit I have family in that area would be nice to have away to visit
		91325	No	1/20/2022	This would be great.Thank you for always finding ways to make it easier for us (the commuters) to go to places. God bless your worthy project?
		90024	No	1/20/2022	LAX should be connected within walking distance.
		91401	No	1/20/2022	This is a great idea. I live in the valley and commute to the Westside for work. I ride my bicycle mostly. And, Sepulveda is often unsafe for me. I would love to see dedicated bike paths from Ventura Blvd to the metro station on Sepulveda Blvd.
		90012	No	1/20/2022	Please no monorail. Heavy rail only

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		90020	No	1/20/2022	It will be nice if there is a train in currently working at reseda /victory
		91601	No	1/20/2022	Heavy rail is a must, investment in subway system is the way to go for now and the future
		90038	No	1/20/2022	I like that this project is starting and is rail based. I wish it would stretch to LAX on the southern side. Also this train should have been in the works since the Red Line went in, so yeah. Let's get it going. Thanks.
		91602	No	1/20/2022	UCLA is one of the biggest employers in Southern California. Having cheap, reliable transportation that accessible and plentiful will ease congestion and make SoCal a better place. This is much needed. Do it fast.
		91324	No	1/20/2022	Yes I encourage this project it will make my commute to UCLA much easier and affordable. I wouldn't be wasting gas and the making the air cleaner.
		91331	No	1/20/2022	Hi... I am not really interested in this project.. it would be really helpful if you improve the service in existing lines... Service in line 167 is a disaster, it really need improvement in the schedule and making sure drivers are on time... and not canceling the trips later minute, it's really disappointed that people have to wait almost 2 hours for the bus.... Hope something is done. Thanks
		91402	No	1/20/2022	I would like to know the environmental impact it will have. Will this new rail be placed through the freeway or will there be displacement of homes, wildlife, etc. Although a SFV-Westside corridor has been long overdue, my wish is that this project doesn't exploit the natural resources needed to build it and that renewable energy would be used when able. I would also wish Metro did it's homework in researching the long impact of this project on the taxpayers, locals, wildlife, communities, etc. My suggestion would be to really listen to the communities whether it be the people benefiting or the people negatively affected by this project and hopefully make a decision based on that.
		91405	No	1/20/2022	This project would definitely decrease traffic! Not sure on the fine details of how to do it, but really support the idea in itself.
		91602	No	1/20/2022	I would like transport around the Santa Monica Mountains (Hollywood, Beverly Hills, Bel Air, Brentwood, Palisades). I would like a bus route on Coldwater Canyon.
		90024	No	1/20/2022	Yes! Great idea. Key to success will be intersections with other lines (bus and rail) to move quickly from Sepulveda to destinations like UCLA, CSUN, Culver City, Santa Monica, etc. My wish is that this could be done immediately.
		91403	No	1/20/2022	I would LOVE to get rid of my car and commute by rail! I live in Sherman oaks and commute daily to Westwood so it would save me a ton of money and probably time.
		10033	No	1/20/2022	Being able to fly through the Sepulveda pass via heavy rail would be a massive game-changer for the whole MSA. That's why this project must absolutely be options 4, 5 or 6. Heavy rail will future-proof the corridor & follow worldwide best practices. BYD's Monorail options will stunt both the LACMTA & communities of the Southland for decades to come with lowered throughput & an expensive boutique solution in search of a problem. As a native Angeleno I implore you all to make the right choice: select heavy rail only.
		90291	No	1/20/2022	Just be sure to connect to the Santa Monica line, and eventually green line to connect to Long Beach
		91722	No	1/20/2022	I really hope it goes through! La county is in desperate faster alternatives for commuting! Our fwys are obsolete !!!it takes me 2:45 min. To commute from Santa Monica to covina on any giving day!!!
		91325	No	1/20/2022	I love this project. It have been necessary for a long time and is only going to be more so in the future. People continue to move from public transit to automobile when able. Not many people who have an automobile will ever ride public transit it LA. So a main goal would be the most user friendly/ clean version to transition people from automobile to public transit(going to be extremely difficult). I like the options that have underground routes because I presume those will the the fastest. However, if this causes exponential challenged compared to the others than it may not be worth it. I am so happy to know this is in the works. Just remember, 1. Speed, 2. Clean/easy to onboard new customer. Thanks for your time.
		91335	No	1/20/2022	Great plan
		90069	No	1/20/2022	I believe this project is necessary. I believe this project needs a stop directly on the UCLA campus. I believe there is a lot of untapped demand, necessitating high capacity options such as heavy rail that's grade separated.
		90403	No	1/20/2022	Monorail above the Freeway System.
		90035	No	1/20/2022	We want heavy rail not monorail
		90403	No	1/20/2022	Yes, please make it happen.
		90062	No	1/20/2022	This is a great idea!! Just what the city needs. 405 traffic would decrease drastically, seeing as to how many people from the valley commute to LA. If it's anything like the current Expo Line or all the other lines, it would be a great project.
		90016	No	1/20/2022	I like that it will be fast and include a station convenient to UCLA I wish for the project to use a similar heavy rail as BART or the B line (Red line) I suggest the monorail idea be taken out of the options and the heavy rail option be promoted as it will be more future proof and integrated with the system as it grows.
		91406	No	1/20/2022	I work till 11pm at night and can't get to Sepulveda that late because the 167 stops at 11 is there anyway to extend this bus line
		90250	No	1/20/2022	Definitely build this. Should have already started on it. Bring back the trollies and ban all cars.
		90045	No	1/20/2022	I would like to know when this project plans to be finished. Where the stations would be located and how long the strip goes. I think this is a great idea. Commuting from LMU to my partners house in canoga park takes forever and costs a lot through gas. If this existed and would cover the majority of the length of my trip that would be amazing! I also would like to know that if the rail is used as much as its expected, will it be better for the environment rather than driving? I would be happy to talk further or assist in anything if you have any questions. My brother is really involved in civic planning, so I also find it fascinating.
		91401	No	1/20/2022	Do not do it. The detours it will cause for people that get off around UCLA. People will be late for work. Also the 761 is perfect just work on bus time efficiency. This project will be a homeless hot spot and dangerous.

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		90034	No	1/20/2022	I always travel I suggest metro inside hide cameras for all passengers cause for the majority it don't matter what raised it may there always someone who will start trouble tours others . For safety issues is best to keep them on camera .the same for travel buses cause I travel all the time and I gotten attack for no reason ..I can't travel with emotional support dog cause people just don't have respect they want think they have right to touch and you let them they can't do they can't and they react agressive my dog is over protect don't nobody near me driver can't do nothing cause they driving . Also a lot passangers don't follow to wear mask inside the bus . Homeless should be aloud on the bus they bring a lot bateria n germs to other people ..It's good there opening new area but obtain save metro / bus metro got be more strict with passangers .
		91403	No	1/20/2022	I need a faster and more reliable mode of public transportation between Sherman Oaks and UCLA campus. I ride the 761 bus from Sherman Oaks to UCLA everyday and it is unreliable and slow, mostly because of car traffic on the streets. A high majority of passengers on the 761 busses do not get on or off at any of the Sepulveda hill stops. A rail system would be a great enhancement. I imagine a rail system that runs under the hill (flat) to UCLA would cut travel time to a matter of minutes. As a Bay Area transplant that used BART for a daily commute, a rail between the Valley and Westwood would be an excellent upgrade!
		90292	No	1/20/2022	Rail from Santa Monica, Marina Del Rey, toward the south would be ideal.
		90025	No	1/20/2022	I love this project, I commute from Sawtelle to Van Nuys and back minimum 3 times a week, and it takes two hours at least each way with 3 transfers. So any way to make that shorter and easier, I am very much for!
		90405	No	1/20/2022	I would love to have complete and seamless integration with other transit lines like the E line and the upcoming Crenshaw/LAX line. A stop at the Getty Center would be amazing. I would also prefer heavy rail and NOT monorail. It seems like it won't integrate well, won't have the capacity of heavy rail, and will cost too much to maintain or repair.
		90004	No	1/20/2022	That would be awesome for communities are thinking in a future green environment and with less resources. Connecting the city all way.
		91342	No	1/20/2022	Make it stop from sylmar to San Fernando to van nuys so lots of people from the sylmar area can get to van nuys and connect with the o line
		90403	No	1/20/2022	Yes! Please! Soon! Connect with the expo line with a stop at the Getty Center.
		90034	No	1/20/2022	I know a lot of people who would consider this option for commuting to work and back. I imagine it would be great for UCLA students as well.
		90019	No	1/20/2022	Please do the heavy rail option. Do not do the monorail at all. The heavy rail option will be a much better option in long term than the monorail. Think of your citizens and not money from outside sources. Please do heavy rail!
		90026	No	1/20/2022	It would be amazing to travel by train to the valley!
		91106	No	1/20/2022	Anything that can help me get from point A to point B would be a great huge improvement to the system. Please be sure to make all of the transportation accessible to the disabled/wheelchair community. I am a power wheelchair user myself, this is why I am mentioning this. If you can, please try to have a ramp access around the station instead of elevator, if possible. This will avoid anyone, like myself, from having to take an alternate route because of elevator breakdowns. Thank you for allowing me to say what I have to say and I hope you take it into consideration.
		90063	No	1/20/2022	We desperately need a connection between the valley and the west side. Alternative 6 seems to be the only really viable option. It has to be rail. Monorail is a silly idea that I can't believe got this far. Monorail uses the 405, and people in cars don't even want to be on the 405, much less commuters. Give up on monorail. Rail is the answer. And Alternative 6 is the best one. The Civic Center on Santa Monica gets the Farmer's Market, the Nuart, the library, and everything on Sawtelle right there. And then hooking up with an existing rail line in the valley makes the work much easier.
		91335	No	1/20/2022	I like the idea of running on a train track, no traffic jam. I wish I can ride from the SF Valley to LAX in fast way. I suggest to make connections in UCLA and last stop at LAX
		91402	No	1/20/2022	Omg that sound good súper good. Will be a great way to travel and a safe and faster way to go to work for as that does not drive.
		91401	No	1/20/2022	This needs to happen! I've previously taking rapid transit on this route and it took at least two hours to get from The Valley to Santa Monica. Having reliable interconnected transit is 100% possible and I hope that the city starts constructing as soon as possible. Thank you!
		91401	No	1/20/2022	A line from the valley to Beverly Hills,Brentwood, LAX would be awesome
		90025	No	1/20/2022	Trains are too permanent. Busses are the solution.
		90292	No	1/20/2022	Cleanliness, connect to other rail lines/bus routes, regular reliable service. Create an Instagram account so people can follow the project that way.
		90045	No	1/20/2022	I like the concept, but feel that this project should be underground rather than parallel to the freeway or Sepulveda roadway. It should be linked to other train hubs at each side of the Santa Monica Mtns. Each sides major hub should have sufficient parking to encourage commuters to Park and Ride. A designated area for ride sharing pick-up should also be included.
		95814	No	1/20/2022	Yes to rail, no to monorail. Using a different technology leads to cost overruns. Not sure about light vs heavy rail. Good connections at north and south ends with both rail and bus.
		90066	No	1/20/2022	I would love for it to be easier to get to UCLA from UCLA's off campus housing (located on Sepulveda and Sawtelle Blvds between National Blvd and Palms Blvd)
		90024	No	1/20/2022	I am a tech enthusiast and have a fairly good grasp on most aspects of modern and future options, especially since I tend to use all forms on a daily basis. I would like to know more about future plans regarding transportation and future possibilities. That said, I find it hard to believe, beyond bureaucratic red tape and budgets, why with all the technology companies, talent and young talent in tech forward schools in this state why we are so behind in the transportation curve. Thank you. Vincent
		91335	No	1/20/2022	Yes I like it That idea
		90242	No	1/20/2022	I work in Van Nuys. This would be Ideal. However I hate using the trains now because. It has been consumed by homeless. It feels like your in a Petrie dish of live bacteria. Sometimes I would just rather take a chance on driving without a license then being around the smell.
		90292	No	1/20/2022	Yes, please!! Anything to help with this route! A metro line that connects to the Expo line would be great. Even better if it meets the one at LAX
		91107	No	1/20/2022	We would like all of Los Angeles county connected by rail.

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		91402	No	1/20/2022	I dont know what they mean by westside
		91303	No	1/20/2022	I LOVE THIS. I constantly go to the westside to visit family and friends, and just to get a sense of cool when our valley gets over 100°! Please, please follow through!!! I'll be riding weekly for sure!
		91340	No	1/20/2022	I would like it to go from West LA to Mission Hills personally. There would be stops at Sepulveda and Rinaldi Station, Nordhoff Station, Roscoe Station, Sherman Way Station, Burbank Station, Sepulveda Station, Ghety Center, Westwood, and finally Expo/Sepulveda Station.
		91744	No	1/20/2022	I love everything about this project, it is a long time coming however METRO is going to get a lot of Push back from the millionaires and billionaires who live along that corridor, Those are the folks that do not ride METRO, light rail or even heavy rail would work, If you're really going to do this thing then do it right don't be CHEAP and don't CUT CORNERS, create a real service that will make the necessary stops along the Corredor to service the PEOPLE, The aim here is to get Angelenos out of their cars make it attractive enough for them to park their cars and take the rail systems. It is very important to make that you're number one priorityThat's the only way this project is going to work, Angelenos willing to give up their cars to make that commute is not impossible and it can work. Politics is always going to have a lot to say about this project However I have been riding public transportation for over 23 years I work at LAX airport and I commute 100% every day and I live in the San Gabriel Valley. I know what needs to be done, hell I've actually written out and designed a bus route for all of Los Angeles just fooling around about 15 years ago, if you need advice or insight on how to get this done I would love to help if there's a project or position available please feel free to contact me. Sincerely,
		90034	No	1/20/2022	I love the addition of more rail transit. I really want this to be heavy rail, so that it can really beat the traffic
		90024	No	1/20/2022	By connecting the valley with the metro purple extension with either heavy rail or monorail, the entire valley and the west side can be integrated into the greater LA metro system, which provides much more utility. The rail line should follow I405 to San Fernando as phase 1 project. And then from San Fernando to Burbank/Glendale to DTLA as phase 2 project. Thus completing a west side valley loop connecting massive amount of commuters who live in the valley for cheaper rent while work in either Westwood/Santa Monica Hollywood area or DTLA area.
		90808	No	1/20/2022	Heavy rail as much as possible Mix with monorail to van nuys and sylmar station
		91601	No	1/20/2022	Underground tunnel that Tesla recommended under the entire 405 fwyfrom the San Fernando valley to orange county,and also fast track north
		90731	No	1/20/2022	I think I would like anything about this project if it was built but as cool as monorail is I think it might be out of place and I would prefer some type of light rail or heavy rail, just not bus or monorail.
		90293	No	1/20/2022	A metro rail route along the 405. A metro rail route along Culver Boulevard.
		91406	No	1/20/2022	I would love to see some type of public transit between the San Fernando Valley and the west side. If you can do heavy rail, that would be the best, but light rail or monorail option would work as well. I think there is enough demand where revenue could be made up relatively quickly!
		90036	No	1/20/2022	I'd like to know when this will be completed. I want there to be a Fastrak lane on the 405 going to at least LAX from the valley. The traffic does not end after the Sepulveda corridor. In addition, a monorail will be very cool. Not only it is attractive looking to ride, it is also a great addition. More so than heavy rail, as people are sick of seeing more subways and heavy rail (too much money and time to build them and not aesthetically pleasing.
		91780	No	1/20/2022	A quick and easy way from the valley to Santa Monica and the west side. I do not suggest putting this in the middle of the freeway. I do suggest dedicated rail with no traffic stops if possible.
		90401	No	1/20/2022	I like that rail will be built on one of the major commuting routes. I am a big proponent of efficient, mass transit. I would suggest subsidizing the transit so that low-income citizens don't need to pay for it.
		90064	No	1/20/2022	I wish that the project will provide a way for off-campus UCLA and SMC students to reliably commute from the valley without a car. Therefore I think the project must have a stop directly on-campus at UCLA and have a good connection to SMC (e.g. to E line).
		91406	No	1/20/2022	Absolutely rail is a great option. ASAP.
		90291	No	1/20/2022	Hello, I would like to see Alternative 6 implemented with Alternatives 4 and 5 (underground automated and driver) as back up options. I believe the comprehensive option is better suited for the long term goals of the transit project and I do not see how the monorail will accomplish those same goals. I would like to see this city take a hard stance on improving and expanding public transportation throughout all of LA so that we might connect this city as well as decrease the climate impact and danger of single driver vehicles. Additionally, I would like to see a congestion pricing scheme rolled out in concert with the system wide expansion in order to encourage adoption of sustainable transport.
		91402	No	1/20/2022	I do thought a more reliable public transportation from the area of west side to San Fernando… by having a light train through the 405 to sylmar as you do through the 105 … By that you will kill a lot car commute
		90027	No	1/20/2022	I think by the time the project is completed in however many years, the results will be similar to the results of the widening of the 405 thru the Sepulveda pass. NO real relief of congestion after all the billions spent. Same result will be achieved in the time, effort, and billons to be spent on this venture. Ridership will be below expectations and it will take TOO long to complete to offer relief that is needed NOW.
		90745	No	1/20/2022	It should be always towards making everything commuter friendly. Wishin active bus lines be more real time to maximize everyones schedule. If real time schedules are precise, more people will ride Metro.
		91405	No	1/20/2022	This is something that has been needed for a long time. I've lived in the valley for over a decade and couldn't believe when I moved here there wasn't a direct line to the city. In an ideal world the red line would be expanded to csun or the government center in van nuys, and a light rail through the sepulveda pass would meet it there. In the real world I would hope it would at least intersect with the orange line, probably at the sepulveda station. But the further into the valley the proposed line goes the more useful it would be

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		90064	No	1/20/2022	- Excited about the potential for improved access to Westside and san fernando Valley. Excited about the potential for the continued investment and expansion of LA Metro. -I would like to see the project move forward and wish for LA to continue to invest and expand its metro system. -I question the value of introducing a new mode/vehicle of transportation (the monorail)that LA metro will have to maintain that shares no similarities with the other modes already in use within the city such as heavy and light rail. Especially since vehicle speed can have minimal impacts on travel time. -I also question the decision to terminate all options at the expo line as it fails to connect the san fernando valley to lax or southern parts of the city. The route as currently shown is very ucla focused and provides direct access to ucla for wealthier neighborhoods while disregarding less afluent neighborhoods to the south. The result would be a line that is intended to serve the wealthy and commuter students, but is paid for by the entire city. Its also worth noting that generally speaking, the afluent in LA still refuse to ride the metro so who will actually be riding this new line? The project is called the sepulveda transit corridor project but it entirely neglects south sepulveda/the 405. La metro needs to clarify how the rest of the 405/sepulveda corridor will be developed in conjunction with this project.
		91331	No	1/20/2022	It should be a light rail or a busway system.
		91307	No	1/20/2022	I would love a commuter train, with both local and express options, that ran through the 405 route. A bus with protected right of way would be a good compromise while the tracks are built.
		90405	No	1/20/2022	Monorail that runs down the 405 to LAX and links to the Expo line would be great. We also need direct links to WeHo and Hollywood, with a new line running up Cienaga form the Expo. Alternatively, direct buses with their own bus lanes and few stops / core points would be good to connect Westwide to the rest of the city quicker.
		90029	No	1/20/2022	Yes! Replace the original rail train Los Angeles had to connect Downtown to Venice. Hollywood to the beach above rail too. Stop building subways, I will never get on a subway. I will take a rail or a bike on a safe bike path.
		91402	No	1/20/2022	Train is ideal but for now can we have a bus added that goes down Sepulveda, from The Valley to the westside, without it going around UCLA?
		90038	No	1/20/2022	It’s absolutely needed! Heavy rail for sure. Monorail would be useless. And it would definitely need a stop at UCLA
		91607	No	1/20/2022	We need a good train/rail for our city and it’s high time this happened. Taxes are high. Ubers are too expensive. The expense of the a car is too great and they’re bad for the environment and the smog. Please make it a priority to build a robust public transportation city not only between the valley and the west side (which is sorely needed) but the entire city. Los Angeles deserves it.
		91423	No	1/20/2022	Sounds great. Build more trains.
		91605	No	1/20/2022	Yes please do so, Because it takes a long time to get from Woodland Hills to North Hollywood two many buses to take.
		90012	No	1/20/2022	Thank you for thinking of creating a rail “web” (connecting rail lines to each other) rather than just extending rail lines further out from the hub (DTLA).
		91402	No	1/20/2022	This project has and, until it's finished, will be long-time coming. I like the heavy rail alternatives, especially the ones looking for high frequency automation. Ask much as I'd think a medium-capacity train could save money, I'm concerned about incompatibility with the existing heavy rail system. It should be automated though and platform screen doors should be part of the equation to aid in high capacity movement. No more trash issues or tragedies or people falling on the rails. The heavy rail routes ending at Van Nuys Metrolink are sensible although I hope are in line with the East SFV LRT project. It would make more sense to have it run under Van Nuys Boulevard in tandem with the LRT, something like Market Street in San Francisco-- the street above should definitely look more like Market, with bike lane treatments, more space to walk, and less car lanes. I'm excited for this project to get started and completed. I want the opportunity at a less stressful and efficient way to get to the Westside and beyond (especially with connections to the D/Purple and E/Expo).
		90025	No	1/20/2022	Can it please go all the way from Santa Clarita to the airport?
		90018	No	1/20/2022	I feel this is a fantastic idea.
		91335	No	1/20/2022	This is greatly needed. The regular commuting system in place now makes travel time 2-3 hours long with multiple transfers between busses. It shouldn't be that bad.
		90016	No	1/20/2022	I like the idea of a train that can take you from the w. Side to the Valley in less than 10 min. I wish the project be built on top of the freeway as the gold line to Pasadena. With few stops, 1 at the intersection for the train line on the 105 free way, one stop expo line/sepulveda, then straight to the Valley with the first stop at the intersection of the 405 and 101 freeway. In order for it to work, you have to make it safe, secure and clean. I used to take the expo line from la cienega to Santa Monica but due to homeless people, gang members, criminals and lack of law enforcement I stopped. I'm back driving my car back and forth even though it could take me 45 min. driving 8 miles at rush hour. A suggestion, the carts for the train and all the hardware has to be manufacture in the USA. That will create real jobs
		90404	No	1/20/2022	Yes! More rail around Los Angeles would be great! I’m trying so hard to do the right thing for the environment by not having a car but it is so hard to do here!
		91405	No	1/20/2022	Unless security is added and people have to pay to ride the train I will not be riding. It's not safe for women. Otherwise a great idea. The valley needs train access.
		91306	No	1/20/2022	I would love the transit project to be heavy rail and to access UCLA since many college students would benefit from having an alternative to driving and being stuck in traffic but the people while most benefit will be those who take the bus from the valley to UCLA and for those not living on the 761 bus it can take more than 2 hours. The line could be an extension of the D line rather than extending it all the way to LAX as I've seen in some plans. I would be love the project to connect with the future Van Nuys light rail to provide ppl further in the valley and those on Metrolink and Amtrak access to the westside.
		90066	No	1/20/2022	I think a railway is a fantastic idea for getting to and from the west side and valley. For too long has California been stifled by relying on freeways so much, trains are a great way to efficiently transport hundreds of people around. I'd like the train to offer a high quality ride & comfort. Leveraging technology to make it easy to ride the train and schedule trips. Onboard passenger service would also be great. Restrooms would be nice too. I can't say I'm an expert when it comes to the geography of the area or which route would be best, but I'd suggest building the track through the path of least resistance. I'm excited for the railways and hope to see them soon.
		91330	No	1/20/2022	Speed and reliability and speed and reliability. Please.

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		91343	No	1/20/2022	I like the idea of a transportation system connecting SFV to the west side. I am currently a college student and through am still learning how to drive. Even when I do drive, I will be taking a lot of time on the streets before the freeway so this would be very useful for me still . I hope this project can be as efficient as it sounds and that there will be more than one bus/train/etc that will be offered to prevent overcrowding or late arrivals
		90025	No	1/20/2022	Public transit that's subject to all the same traffic and rules as normal transit is much less appealing. I'd be much more interested in something that has its own dedicated route that isn't subject to normal traffic, such as a subway.
		91405	No	1/20/2022	It would be an excellent way of getting to my home and place of work Original Spanish:Seria una excelente manera de llegar luego a casa y al trabajo
		91321	No	1/20/2022	It would very good, a new route from LAUS all the way to Sylamr Station would be a lot of help, for those of us that come from Santa Clarita is difficult [to] find bus routes in time to make it easier to do a round trip and that run until 10PM Original Spanish: Si estaría muy bien una nueva ruta desde unión station hasta sylmar station sería de gran ayuda para los que venimos de Santa Clarita es difícil no encontrar rutas de bus en tiempos para facilitarmos la ida y vuelta y que corrieran hasta las 10 pm o más
		90063	No	1/20/2022	All very good Thank you, but there are two (2) things that I don't like: 1 [homeless] people travel on there, they come and go and they don't get off and they are not told anything and they smell bad, and that's a bad thing [because of] COVID. 2 we are required to pay, or to use a TAP card with funds to ride, and not to those people . Original Spanish: Todo muy bien Gracias pero hay 2 cosas que no me gusta 1 ahí van las personas de la calle van y vienen y no se bajan y no les dicen nada y huelen mal y eso es un mal por ahí l covi 2 a nosotros si nos exigen el pago o el TAP con saldo para abordar y esas personas nooo
		91345	No	1/20/2022	Perfect ? ? ? ? Original Spanish: Perfecto ? ? ? ?
		90044	No	1/20/2022	It's a fantastic idea, it will help a lot to travel faster and safer. Thank you for thinking of us the people that travel this way Original Spanish: Es súper fantástica la idea ayudaría mucho con el tiempo para viajar más rápido y seguro gracias por estar pensando en las personas q viajamos de este modo
		91405	No	1/20/2022	I hope it's soon and a safe way to get there, I'm glad [?] Original Spanish: K sea pronto y seguro para llegar rápido encantada ?
		91605	No	1/20/2022	Yes, perfect. It will help a lot Original Spanish: Si perfecto ayudará mucho
		91402	No	1/20/2022	What safety would we have? And what's the cost, would it benefit us economically? Would it obstruct vehicular traffic? Original Spanish: Que seguridad tenemos ? Y cual es costo nos beneficiará económicamente? Obstruirá el tráfico vehicular?
		91402	No	1/20/2022	They told us that this would happen a while back but it never happened, they removed routes. ?Original Spanish: Hace tiempo dijeron pero nunca hicieron nada .quitaron rutas
		90304	No	1/20/2022	What I like is that they are tending to people's needs and that they are offering a project that us the riders that travel to the San Fernando Valley can have a mode of transportation that can take us faster using that area of East Los Angeles, I hope there would be connectivity from LAX to the entire valley, and we can save a lot of travel time. Original Spanish: Lo que me gusta es que están atendiendo la necesidad de las personas y de brindar un proyecto para que nosotros los usuarios quienes viajamos al valle de San Fernado podamos tener un transporte el cual nos pueda llevar más rápido usando esa área del oeste de los ángeles, ojalá pueda haber una conectividad desde LAX hacia todo el valle, y podamos ahorrar mucho tiempo en el recorrido.
		90033	No	1/20/2022	It's a very good project. A lot of us need this service, we travel to San Fernando. ?Original Spanish: Es muy bueno el proyecto Muchas personas necesitamos ese servicio Que viajamos a San Fernando
		91606	No	1/20/2022	It would be great, a parallel to the 405 Fwy connecting to 118 Fwy? Original Spanish: Si seria genial paralela a la autopista 405 conectando con la autopista ? 118
		91343	No	1/20/2022	I would like that the direct line that [used to be] 734 to Wilshire and Westwood returns because Route 761 is not always on time and I get to work late. I would like for you to take my request into consideration, thank you in advance. Original Spanish: Me gustaria que regresara la ruta directa que heta el 734 hacia wilsher y weswwood pues la ruta 761 es muy impuntual y llego muy tarde a mi trabajo me gustaria tomaran en cuenta mi peticion . De antemano muchas gracias.
		91343	No	1/20/2022	Well it would be a good idea and then along the 405 [Fwy], I think this is good that way we can save time and arrive to my destination faster, I live in San Fernando Valley and I work in Santa Monica Original Spanish: Pues seria buena idea y luego por la 405,me parece muy bien así se ahorra mucho tiempo y mas rápido llegaría a mi destino,yo vivo en el valle de San Fernando y trabajo en santa Mónica
		91405	No	1/20/2022	Good afternoon, the project is perfect, it would benefit us a lot. Success in all you do [????] Original Spanish: Buenas tardes esta perfecto el proyecto nos venificiaria a muchos éxitos en todo lo que agan ?????
		91605	No	1/20/2022	I love the idea, it would be he best for those of us that take metro and bus. Original Spanish: Me encantó la idea sería lo mejor para nosotros los que tomamos el metro y bus
		91306	No	1/20/2022	It's a good option, I travel to the City of Winnetka and I have to take 2 buses, if I'd only have to take 2 buses it would be great for me and a lot of people that also have to do the same [emoji] Original Spanish: Es una buena opción yo viajo de la ciudad de winnetka y me toca tomar 4 buses con 2 que me tocarán ya seria mejor para mi y muchas personas que al igual que amk nos toca??
		90291	No	1/20/2022	It's a very good project, hopefully it comes to fruition Original Spanish: Es un proyecto muy bueno ojalá se realice
		91406	No	1/20/2022	What do you hope to make it happen? It should be accessible, fast, and with a lot of stops. It should be in the 405 Fwy median. Original Spanish: . Cuando lo piensan hacer .Que sea accesible, rápido, y varias paradas .Que se hiciera en medio del free way 405
		9006	No	1/20/2022	Improvements in the future Original Spanish: Mejoras en el fururo
		91605	No	1/20/2022	The only problem is that the [bus] doesn't always come by, I always wait for the [bus] that comes by at 4, some days it comes by and some days it doesn't, it would be good to look into this little problem. Original Spanish: El único problema es que el vas no pasa yo siempre espero el vas que pasa alas 4 días pasa días no sería bueno ver ese pequeño problema
		91352	No	1/20/2022	It would be more practical and it would save us users time. Original Spanish: Sería más práctico y ahorraría tiempo a los usuarios!

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		91331	No	1/20/2022	I would like very much that you think of those of us with low incomes, I think a bus [is] faster and safer, the underground trains have no security, [homeless] people sleep on them. Thank you for taking our comments into consideration. Original Spanish: Me gustaría mucho que piensen en nosotros las personas de picos recursos me parece muy bien un bus más rápido y además seguro en los trenes subterráneos no hay seguridad las personas sin hogar duermen en ellos gracias por tomar en cuenta nuestros comentarios
		90062	No	1/20/2022	I think its very good. I don't work around there but I know people that come from there to Los Angeles and maybe we'll have job opportunities also there ? Original Spanish: Me parece muy bien no trabajo por ahí pero conozco personas que vienen de ahí hasta los Angeles y talvez tengamos oportunidades de trabajo ahí también ?
		91402	No	1/20/2022	Well it hope it does become a reality because we do need it. Original Spanish: Pues Ojalas se haga realidad pronto por que si lo necesitamos
		91342	No	1/20/2022	I think it's perfect… Original Spanish: Me parece perfecto...
		90250	No	1/20/2022	I've lived in the City of Hawthrone for the past 20 years and I have always had to travel to Santa Monica and there is a lot of traffic, which makes the trip almost 3 hours long, from my place of residency to my workplace during peak times. For that reason I wish that there be a better alternative to help us lessen the travel time. Original Spanish: Yo vivo en la ciudad de Hawthorne desde hace 20 años y siempre me a tocado viajar para Santa Mónica o Culver City y el tráfico es muy ,pero muy pesado lo cual hace que el viaje dure casi tres horas desde mi domicilio hasta mi trabajo en las horas pico ,por lo cual yo desearía que hubiera alguna mejor alternativa para ayudarnos hacer menos pesado el viaje .
		90064	No	1/20/2022	I don’t want the trains to stop at stoplights at wait for cars like the Expo line in Santa Monica. It adds delays and makes the line feel like an afterthought if we’re just going to be sitting at red lights like a bus or car. The rail line should get stoplight priority. Cars should stop for it, not the other way around.
	PACIFIC PALISADES	90272	No	1/20/2022	Why aren't the new lanes being used by a metro rail, like on the 105 freeway? ?That is the only solution that makes senses. Until we have metro trains running up and down the 405, LA does not have a viable transit system. A toll road over the Sepulveda pass is the last thing we need. Our roads should be free, which is exactly why they are called "freeways". Why build something that will ONLY benefit the affluent. I can afford the tolls and will use them but fundamentally disagree with their application. Please follow the same plan used on the 105 freeway. It works great!
	Sherman oaks	91403	No	1/20/2022	It seems like alt 5 would be the best. 4 seems very destructive to the area around it.
Encino Property Owners Association			No	1/20/2022	Can you please provide link to the most simplified version of information including the 6 Alternatives that will be the subject of environmental review.
	Los Angeles	90041	No	1/20/2022	Build heavy rail. The monorail is a scam meant to steal tax payer money.
		90501	No	1/20/2022	LA metro's history is one of compromises that severely hamstring its effectiveness. Please do you duty to future generations and make this high capacity, grade separated heavy rail
	Sherman Oaks	91423	No	1/20/2022	I support options 1, 2, and 3. My need is to commute to the Getty Center, where I work, along with about 1,000 other staff. I will not be supporting any option that does not stop at the Getty Center, which is also one of the city's top 5 destinations for tourism. Thank you.
			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project: I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro’s goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro’s own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2’s closest stops are 1.5 - 2 miles away from UCLA’s campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It’s an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro’s environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro’s sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won’t achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to

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					other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/20/2022	Sepulveda street is already full of traffic most hours of the days. Some of us just bought our dream homes in a nice quiet neighborhood only to see that the main road in front of many homes will be torn up, cause horrible structure damage. Etc. This area already has bad soil erosion and any construction that could shake the land or ruin foundations for homes would be disastrous for those of us who live here barely able to support ourselves. What have the environment reports stated the damage would be for wildlife at balboa park and for foundation problems for homes in the area?
		91335	No	1/20/2022	Heavy rail
	Winnetka	91306	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/20/2022	Please STOP studying ridiculous Alternative 4 for the Sepulveda pass with elevated heavy rail trains running 20-40 feet above Sepulveda Blvd!!!!
	Tarzana	91356	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Granada Hills	91344	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	North Hollywood	91601	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91304	No	1/20/2022	Please create this!

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	Winnetka	91306	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sylmar	91342	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Reseda	91335	No	1/20/2022	When do you think we are getting a train from the valley to UCLA to LAX.
		91406	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		91356	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	1/20/2022	I tried my best to design a way to get to UCLA using public transit from my home, but there was no practical option. The 'best' option would take over an hour, more than half of which was walking, while driving takes less than 20 min. I welcome and support a train from the Valley to UCLA!
	Los Angeles	90095	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals?

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		91402	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Encino	91436	No	1/20/2022	Hello. I am a physician that works at UCLA Medical Center, which is located within the main UCLA Campus, and live in the San Fernando Valley Reducing vehicular traffic congestion on our streets and highways, while increasing accessibility for those who travel across our region is something we should all strive for and can achieve together. The Sepulveda Transit Corridor must be accessible to all Angelenos and provide stops where people want to go, including students, groundkeepers, custodians, faculty, medical support staff, and administrative staff. According to Metro, an on-campus UCLA station would be the busiest non-transfer station across the entire metro system. Such a station would help connect people to where they need to go for employment, for educational purposes, for cultural and recreational attractions, and for medical needs. Commuters come to the UCLA campus from all directions. Access to transit is a major inequity across Los Angeles, disproportionally affecting people of color and low-income households, who are more likely to depend on public transit, as well as seniors and people with disabilities who depend on public transit for access to work, healthcare, education, and cultural attractions. Three of Metro's six alignment alternatives do not include a direct stop at UCLA and the Purple/D Line station in Westwood Village. This is unacceptable for the thousands of students, staff, faculty, medical workers, patients, and others who come to and from UCLA and Westwood each day. A metro stop at UCLA would take people off the 405 freeway (one the most congested urban highways in the nation); it will shrink the travel time for many of our commuters, enhance their quality of life, help clean our air, and improve our region's environment and sustainability. The Sepulveda Line must include a direct stop on the UCLA campus and a seamless connection to the Purple/D Line Westwood Station. Thank you.
	Woodland Hills	91367	No	1/20/2022	I would greatly benefit from this project. The drive from Woodland Hills to the Westwood/Santa Monica area is terrible. There are way too many cars on the road. We need this metro. It would positively impact the environment, mental, and physical health.
	Los Angeles	90049	No	1/20/2022	Please add stops and shorter wait periods near Getty Center. The current bus is unreliable. Thank you for helping commuters!
	burbank	91506	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90024	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sylmar	91342	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Reseda	91335	No	1/20/2022	Option 6 Please - Entirely underground. Yes it's expensive and slower construction, but is a much more maintainable, optimal, stable infrastructure over time/for the future. You don't need stations on the freeway where people are breathing in terribly unhealthy exhaust fumes!!
	Sherman Oaks	91411	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91405	No	1/20/2022	That’s great, wonderful…??
	Lake Bslboa	91406	No	1/20/2022	We really need this work to be completed soon.
		91335	No	1/20/2022	We need reliable and frequent trips. The current bus route that goes down Van Nuys Blvd to Sepulveda is not enough especially when trips get cancelled. I would love a rail to easily commute to the West Side especially when going to UCLA/Westwood. It takes too long in traffic and winding roads at the moment. Please no dedicated bus lane like the G Line, it is only a temporary band-aid and ridership will be overwhelmed within a couple of years with a growing population and more people being forced to commute further away due to gentrification.

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		91324	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Woodland Hills	91367	No	1/20/2022	If there was a bus that would not require much walking to get to the bus stops, I would consider taking the bus from home to work. It would have to start early in the morning since I get to work at 6:00.
	Woodland Hills	91367	No	1/20/2022	The following is text copied from UCLA Transportation, with which I completely agree. In addition, I would like to see adequate space for bicycles on any train over the Sepulveda pass. Conditions for bicycle commuting on Sepulveda Blvd. (and all other roads connecting the valley to Los Angeles) is exceptionally dangerous even for the most brave and experienced, and bike racks on Metro busses are often full during peak commute times. Thanks. -- To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its

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	Van Nuys	91406	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	reseada	91335	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you for your time and consideration. Best Regards,

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals , not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, 3, 4, and 5 .
		90405	No	1/20/2022	Cancel it ! You can't afford it!
	Winnetka	91306	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Sherman Oaks	91411	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; As a resident of Sherman Oaks and the Valley and a UCLA longterm employee, I highly encourage you to make this happen for your constituents. I like being able to network through the Sepulveda pass and UCLA is a major hub and one of LA's largest employers. PLEASE add the UCLA station to the line! My daughter, husband and I could use this every day to get to work and daycare. Thank you, Rachel Bolanos, PhD MPH Executive Director, UCLA Biobehavioral Assessment Research Center I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91606	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these

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		90031	No	1/20/2022	Please build heavy rail and not a monorail.
		90034	No	1/20/2022	Heavy rail heavy rail heavy rail, NOT monorail!
		90025	No	1/20/2022	Yes more transit please.
		90012	No	1/20/2022	give us a rail and give us one from downtown to weho while ur at it
		90068	No	1/20/2022	The 405 corridor has needed rail forever. Yes please!
		90057	No	1/20/2022	Automatically yes, there should be more connections in that part of LA county. North Hollywood should connect to this as well.
	Van Nuys	91401	No	1/20/2022	As a resident of Van Nuys/Sherman Oaks and a UCLA employee, I would very much like to see this project move forward, particularly with a station on or adjacent to the UCLA campus and a connection to the Purple line.
		90405	No	1/20/2022	I wish for express tracks, not just local.
		91607	No	1/20/2022	Please don’t let the lawless or homeless ruin the ride.
		90034	No	1/20/2022	Ditch the monorail idea and go with the project that garners the most throughput.
		90069	No	1/20/2022	It needs to be FAST and it needs to handle a LOT OF PEOPLE.
		90403	No	1/20/2022	I love the idea. I would love to see more rail and bus options to get from the west side to the valley quickly and efficiently. Then I would love for there to be additional transit options at the stations to make to easier to get around the valley or get around the west side. I hope that they can create an organized, fast, reliable system that is better than driving so that the freeways become obsolete.
		90034	No	1/20/2022	Any kind of rail transit that improves west side travel to and from anywhere else in LA would be excellent. Getting to the valley right now from culver is a very long and roundabout process. Direct rail lines to speed that up would be a godsend.
		91601	No	1/20/2022	I'd love for the track to start in noho and have a stop in sherman oaks before going through the mountains. I also wish it was coming sooner, but I don't think there's much you can do about that...
		90404	No	1/20/2022	I love it just please no monorail. Most monorails systems have poor return. Their systems make track changes extremely difficult to engineer. Don’t do anything cool or exciting put a train a simple repeatable proven solution. I’m a civil engineer who works with planners monorail is not the solution.
		90044	No	1/20/2022	No more homeless people

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	Reseda	91335	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Winnetka	91306	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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		90005	No	1/20/2022	I love this project! Build more train access to the valley! I wish this project does not get delayed or sidelined for highway widening, environmental reviews or any other oppositions! We must remove the amount of traffic in LA to combat climate change! Build it on time, under budget and as fast as possible!
	Sherman Oaks	91403	No	1/20/2022	I would like to see public transportation from Sepulveda down to UCLA
	San Fernando	91340	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90033	No	1/20/2022	Yes I like the orange line but this could be more convenient....
	HERMOSA BEACH	90254-3258	No	1/20/2022	If you build the monorail over heavy rail, Los Angeles County will never forgive you.
	Burbank	91504	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Van Nuys	91401	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. This is a long overdue project and it would be EXCELLENT to see this come to fruition.

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	Chatsworth	91311	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91307	No	1/20/2022	I DO NOT wish to have another transit system between the San Fernando valley and Los Angeles. Since the pandemic, a new 'telecommute' workplace has emerged as well as a new 'virtual' teaching experience for the UC system. Traffic has decreased significantly over the past 20 months which does not justify yet another under utilized transit system. The 405 corridor was disrupted for 2 years during the widening expansion. To undo what hundreds of millions of dollars just recently spent to fix, is misappropriation! Not to mention the environmental issues (noise, pollution, trash, additional traffic) caused by a train is unthinkable. This project will negatively impact those who live around the proposed line. I wish politicians would be forced to live in areas that the train would pass by and the bus routes that have been added now pollute. If you would like me to provide documentation, I have included links here: https://californiaglobe.com/articles/citizens-demand-action-on-l-a-s-purple-line-train-cost-overruns-and-mismanagement/ https://la.curbed.com/2019/6/20/18691833/north-san-fernando-valley-brt-opposition
	Los Angeles	90066	No	1/20/2022	This transit system needs a direct stop at UCLA and a connection to the Purple/D Line!!!!!!

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	Lake Balboa	91406	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91331	No	1/20/2022	What I like about this project is that it will open access for working people in the San Fernando Valley to explore career opportunities in this area. It will also greatly benefit those who already commute the 405 to and from work. It will also reduce the amount of cars on the road which is great for the environment. As someone who lives in the Valley, I wish that this project becomes a reality. I would like to see more projects like this to help those who cannot get around as easily as others.
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	Studio City	91604	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Van Nuys	91405	No	1/20/2022	PLEASE APPROVE ALTERNATIVE 5! It is clear to me that option 5 is the best alternative so far, because: 1- It proposes a FAST connection (heavy-rail and underground). Efficiency will make people actually use the line. 2- It is equitable - other options offer a mix of aerial and underground, but 5 is clearly the one that prioritizes the valley as much as the wealthier communities south of the mountains. 3- It provides a direct and fast connection to UCLA, which is crucial to reducing traffic in Westwood and the 405. Students will be able to live in the valley (which is more affordable). 4- It goes through Sepulveda - unlike option 6, option 5 goes through this major connector blvd in our region. This provides more connectivity with other transit lines.
	Reseda	91335	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these

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	Granada Hills	91344	No	1/20/2022	There should be a terminal on the UCLA campus
	northridge	91324	No	1/20/2022	Please consider the project, this will ease a lot of traffic, and would be better than a PAID lane.
	Sherman Oaks	91423	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Sherman Oaks	91411	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Panorama City	91402	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Porter Ranch	91326	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Best regards,

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	PANORAMA CITY	91402	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91402	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Van Nuys	91406	No	1/20/2022	To get to work directly from home(San Fernando Valley- Van Nuys to Westwood). Avoid 405 FWY(traffic). Smog, having to fix street/s from wear and tear, or climate. Purple line(metro) and other connections to and from. Would like saving on gas, parking, insurance for vehicle and maintenance. Wish to have some down time before or after work on the train, and still get home early enough to spend time with family. I suggest maybe a stop somewhere at the Skirball Museum or on top of the mountain on the 405 FWY.
	Canoga Park	91304	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		91401	No	1/20/2022	I have commuted from the Santa Clarita or San Fernando Valley to UCLA for more than 15 years. I currently reside 8 miles away, directly north of campus and routinely spend 1.5-2hr in the car each day commuting. There has never been a viable public transit alternative. It is therefore VITAL that the STC include a route directly to the westside with a stop in Westwood or at UCLA. Thousands of staff, faculty and students needlessly waste hundreds of thousands of hours each year in the most soul crushing traffic just to get to and from their place of work or learning. Thousands of others work near the UCLA campus and have the same commute. It is unacceptable that LA County has not done anything substantive yet to alleviate the north-south standstill between the San Fernando Valley and the Westside. The current plan links the north valley with Sherman Oaks and North Hollywood--but how on earth are people supposed to get to the westside? Travel 20 miles out of the way through the redline and then the purple line? This is a major quality of life issue that is severely affecting my family and prompting us to look for another city to live in. It is also critical there be sufficient parking in the Valley at the transit access points. I recognize that there is a major long-term goal of reducing driving, but currently you must acknowledge that we are almost entirely car-dependent and still will be when the STC is completed. Regular commuters like myself cannot be expected to walk a mile or more to the transit stop. The overall commute time on public transit must be at least equal to, and ideally much less than, time spent driving, or its use will be suboptimal. A huge part of this is the convenience and ready accessibility of parking. If I cannot drive to and quickly find a place to store my car at the transit stop, I will not use it. Moreover, as a resident of Van Nuys, the parking on my street is already heavily impacted; reducing a lane on Van Nuys Boulevard and installing transit stations without sufficient parking will make our neighborhood subject to even more flow-through traffic and congestion of parked cars.
	Woodland Hills	91367	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; As a graduate student at UCLA who commutes in heavy traffic from the San Fernando Valley, I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you,
	Porter Ranch	91326	No	1/20/2022	This is a critical infrastructure update for the UCLA/Westwood Community. As housing costs rise, UCLA Faculty, Staff, Students, and UCLA Health patients are moved further and further from this intellectual and patient care hub. Providing modern, convenient, and efficient transportation to the community is critical for the long-term health of Los Angeles and the UCLA/Westwood Community.
		91403	No	1/20/2022	LA desperately needs more rail lines so I am 100% in favor of this project. I just wish for this project to be done as quickly as possible.

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	Santa Monica	90404	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	North Hills	91343	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Northridge	91325	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	91316-1801	No	1/20/2022	UCLA being one of the largest employers in the state, and with employees coming from all over, as far as Antelope Valley and the Inland Empire. This will greatly reduce vehicular traffic congestion on our streets and highways, while increasing accessibility for those who travel across our region. This will greatly impact congestion, automobile fatalities, pollution, etc. Please make possible a Sepulveda Transit Corridor STOP for UCLA students, faculty and staff. Thank you.
		90043	No	1/20/2022	Please no monorail. And train through ucla.
	Los Angeles	90034	No	1/20/2022	I would like to record my support for options 2 and 3 for the future Sepulveda Transit Corridor project that feature a stop at the Getty Center and connections to UCLA/Westwood. As some who has worked/is still working for both UCLA and the Getty Center, it would be a huge improvement to have a metro line connect the Getty Center to other light and heavy rail lines. I have lived within walking distance of various stops on the E line over the past 5 years and would happily take public transit all the way to work, if possible. I like to prioritize access to public transit when I move in the hopes that I can utilize it for work and pleasure, but the gaps in connections across the city, particularly on the Westside, have made it difficult to actually use public transit when going out. I have attempted to use a combination of bus and light rail to get to work in the past and my commute is often over 1 hour long (occasionally 2 hours when buses were late), which is unsustainable when compared to my 13 minute drive. Please, please, please put stops at the Getty Center and UCLA campus. These stops will have such a profound impact for students and professionals at both sites and will encourage many more people to take advantage of public transportation options.

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		91344	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Valley Village	91607	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express strong support for the heavy-rail alternatives 4, 5, and 6 for the Sepulveda Transit Corridor alignment. As an Angeleno born and reared in the San Fernando Valley, I want to see Metro leaders make a firm commitment to increasing accessibility, mobility, and equity in transit between the Valley and the Westside. Alternatives 4, 5, and 6 provide the best path forward, and a successful Sepulveda Transit Corridor alignment must include direct stops at UCLA and Westwood Village and connection to the Purple/D Line. As alternatives 1, 2, and 3 fail to provide for those stops, they should be eliminated from consideration. UCLA, including its hospital and medical center, is one of the largest employers in Southern California. Frankly, it would be ridiculous not to include a direct stop at the main campus and in nearby Westwood Village. As a UCLA student, I would love to be able to get to campus from my home in the Valley via a heavy-rail line. Even as someone who loves his car and enjoys driving, I see the immense benefits to environmental justice, equity, and accessibility that alternatives 4, 5, and 6 provide. Please eliminate or adjust alternatives 1, 2, and 3 to include stops at UCLA and Westwood. Sincerely,

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	Tarzana	91356	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Granada Hills	91344	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village, and a connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Northridge	91325	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Winnetka, CA	91306	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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					ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Granada Hills	91344	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Sincerely,
	Granada Hills	91344	No	1/20/2022	It would be awesome to have a station on the UCLA Campus. I would use this to commute to and from work.

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	Valley Village	91607	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	RESEDA	91335	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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					ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Personally, I am a transplanted New Yorker, where, during financially trying times, mass transit is a life saver. It enables everyone to got to and from work, to be productive members of society. Also, the environmental consequences of taking out all the trolley lines In LA and forcing everyone into automobiles is well documented. I will probably retire before this project is completed, but I think for the future of LA, it is essential
	Los Angeles	90024	No	1/20/2022	To the LA Metro Board of Directors, I am writing to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. As a UCLA student who wishes she could stop driving so much to get anywhere in this city, who detests the 405 traffic, and who would hope the future of other UCLA students can be different, I hope that these changes can be implemented. It is critical to be on the forefront of environmentally beneficial policies that also can improve community health. I am excited about the metro project and hope that it can be a successful point of pride for Angelenos. Thank you,
	granada hills	91344	No	1/20/2022	I have spent the last 15 years living in the San Fernando Valley and commuting to UCLA. It has not been a pleasant experience. The only blessing from our current pandemic is that I have not had to spends hours in the car stuck on the 405, or various alternate routes, trying to get to work or get back home. I strongly support an option that offers a stop at UCLA/Westwood that is also inter-connected with other Metro lines of service. Without this, most UCLA employees and students will not use the new train line. I would love to have the option of a mass transit service that would improve my commuter experience. Current options are not convenient, take too long in travel time, or are not priced to be cheaper than driving my car. Putting a stop a few miles away seems like a huge miss and there won't be a chance to fix it later. I would not want to transfer to other lines of service to get to the last mile from the train stop. That would be enough deterrence for me to just stay with driving my car. I hope you will seriously explore a solution that allows the large UCLA community to benefit from this new transportation service. Options 4, 5, and 6 seem more closely aligned with that goal.
	West Hills	91304	No	1/20/2022	What I wish is I could have a seamless train transportation from the Valley to the UCLA Campus directly. As a commuter student at UCLA, a vigorous institution, commuting about 1.5 hours on the 405 for just one way is time that I could use to dedicate to my studies. In addition, my father and I use the same car (since he works in the UCLA area) so having a train that I could take directly to UCLA would help me not have conflicting schedules with him and put less stress on him since he has health issues. Having a train from the Valley straight to the UCLA campus would help tremendously mentally, physically, and emotionally.

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	North Hills	91343	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6, with special emphasis on alternatives 4 and 5, can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate Alternatives 1, 2, and 3. The heavy rail alternatives 4, 5, and 6, and especially alternatives 4 and 5 with their larger capacity, are the only real solutions for the future Sepulveda Pass line.
		91606	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Venice	90291-2455	No	1/20/2022	Hello, based on the project plan alternatives, I would like to see Alternative 6 implemented with Alternatives 4 and 5 (underground automated and driver) as back up options. I believe the comprehensive option is better suited for the long term goals of the transit project and I do not believe the monorail will accomplish those same goals. Additionally, I would like to see a congestion pricing scheme rolled out in concert with the system wide expansion in order to encourage adoption of sustainable transport.
	Burbank	91505	No	1/20/2022	This is so necessary! This would greatly decrease traffic and be very helpful to those who don't have cars.
	Canoga Park	91303	No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Woodland Hills	91364	No	1/20/2022	I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these

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			No	1/20/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	11009 Encino Ave., Granada Hills, CA 91344	91344	No	1/20/2022	As a commuter from the San Fernando Valley to UCLA for the past 20 years, this is a welcome transportation option from the valley to Westwood. It would be crucial for a direct stop to be available on the UCLA campus.

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	Venice	90291	No	1/20/2022	Hello, I would like to see Alternative 6 implemented with Alternatives 4 and 5 (underground automated and driver) as back up options. I believe the comprehensive option is better suited for the long term goals of the transit project and I do not see how the monorail will accomplish those same goals. I would like to see this city take a hard stance on improving and expanding public transportation throughout all of LA so that we might connect this city as well as decrease the climate impact and danger of single driver vehicles. Additionally, I would like to see a congestion pricing scheme rolled out in concert with the system wide expansion in order to encourage adoption of sustainable transport.
		90039	No	1/21/2022	I would absolutely use this service! I have a car and would still prefer to utilize public transportation.
	Pacoima	91331	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/21/2022	I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability

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	Santa Monica	90404	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	West Hills	91304	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Valley Village	91607	No	1/21/2022	I strongly support the construction of heavy rail - not low-capacity monorail - service that would connect the San Fernando Valley with the Westside of Los Angeles via the Sepulveda corridor. In addition to ensuring there is a rider-friendly interface for those of us who would be boarding here in the San Fernando Valley, it is also critical that the rail line include a stop on the UCLA campus. This practical alignment of the route would serve students, UCLA employees, patients at UCLA Medical Center, and visitors to campus for cultural or athletic events. For a multitude of reasons, rail stops were not built for the Red Line at the Hollywood Bowl, for the Gold Line at Dodger Stadium, or for the original Green Line at LAX. The Sepulveda Corridor project is an opportunity to get it right by having a major destination served directly by a heavy rail stop. Selecting the heavy rail alternative with a stop on the UCLA campus is the best decision not only for San Fernando Valley residents or those who work at or attend UCLA. It is the best decision for the future of transportation in our region. Thank you for considering my comments.

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	Northridge	91343	No	1/21/2022	To whom this may concern, The need for transportation along the 405 FWY is warranted, I want to be able to ride it while I am still young and working not 20 years from now. This needs to be done 10 YEARS AGO! To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving hazards. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91423	No	1/21/2022	Option 1 seems like an excellent option! As a Valley resident who works at the Getty, I support any of the options with a Getty stop. This will also be great for our visitors -- over 1.5 million visitors every year!

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	Sylmar	91342	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. As a current UCLA students who is forced to commute and contribute to the pollution and traffic problems in our state a direct stop at UCLA for the Sepulveda Transit Corridor alignment would be extremely beneficial.
			No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to

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					other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Good Day
		96137	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Burbank	91505	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Tarzana	91356	No	1/21/2022	What I like are transportation projects that bring massive levels of efficiency. The need to rapidly transport thousands of Valley residents in rush hour without straining the 405, the 101 and residential streets has been present for many, many decades. I wish I were able to walk or drive to a main stop and get to UCLA in 40 minutes or less, which is how long it takes for me to drive from Corbin/Topham to UCLA, in pandemic rush hour traffic.
	Northridge	91326-1304	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be

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	Pasadena	91104	No	1/21/2022	I want a train
			No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	North Hollywood	91601	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Sherman Oaks	91423	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project: I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91406	No	1/21/2022	The 405 near Westwood is one of the most heavily trafficked regions in all of LA. Establishing an efficient public transportation line there would be to the benefit of commuters and residents of the area.
	Venice	90291	No	1/21/2022	The AQMD requires UCLA to do an annual commuter survey , because it is the second or third largest employer on a single site in LA County. And that's just employees. Then there's students. That having a stop at UCLA is even a question is an indictment of the project's management. Additionally, the Purple Line already has a major station under construction at Wilshire and Veteran to service the campus. But that station would require any SFValley folks wanting to get to UCLA and points west to go all the way to downtown LA on the Red line to get to UCLA under current configuration. So the traffic over the Sepulveda pass for this group will continue to be principally by car. Providing a Sepulveda Pass train station at UCLA, one that connects to the Purple Line's station, is the obvious solution.

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	Chatsworth	91311	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sylmar	91342	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	West Hills	91307	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Calabasas	91302	No	1/21/2022	Please do this and also look for a better pathway for cyclist too.
			No	1/21/2022	I would like to suggest alternative 5 (Heavy Rail) for Sepulveda line, I live in the valley and would like to see a reliable line and comfortable riding unlike light rail option because I don't think monorail is reliable enough or as efficient.
	North Hollywood	91605	No	1/21/2022	Alternative 5 is the way to go. All that aerial structure (not including next to Metrolink tracks) would be too ugly. And Heavy Rail is 100% the best option. Using Heavy Rail maximizes your economies of scale with those vehicles, plus they are proven to run faster and more reliable than monorail. Monorail seems to be just a gimmick for ooos and aaaahs. Furthermore, extending the subway system (which is what these latter alternatives would do), would build more confidence in riding the subway, using the other lines, and integrating the metro system as a whole.
			No	1/21/2022	I'm against metro on sepulveda it will be messy dirty and more problem finding parking Sherman oaks will be not good location value homes will go down very very Sad
	LOS ANGELES	90077	No	1/21/2022	I would like to see the Sepulveda transit corridor under or above Sepulveda Blvd. A monorail or underground subway under the 405 makes the most sense. I live off Stone Canyon and I know that the soil under my house is very soft alluvium, as Stone Cyn was once a riverbed. We had to go down 45 feet to hit Bedrock when we had a backyard wall built. Also, there is only one way out of Stone Cyn and the construction equipment would be devastating to homeowners. Please follow my suggestion to locate the project near to the 405 or Sepulveda. Thank you very much,
		90015	No	1/21/2022	Keep people who have feces/urine out of public transportation. Hire more security as the train has become too dangerous.
		90064	No	1/21/2022	1. Build using heavy rail: fast, proven, high capacity 2. Build UCLA to D and E lines as Phase 1 incase tunneling through Santa Monica mountains hits delays. Try to build this 3 mile section before the Olympics. 3. Expedite timeline to connect to LAX. Can the LAX section be built simultaneously?
		90064	No	1/21/2022	High speed rail, light rail, mono rail, and options that are reliable and have a low carbon foot print are fantastic. Please look at popular metropolitan areas like Paris or Geneva that have widely used and popular mass transit systems in order to make Los Angeles a green and sustainable city. These projects are necessary for a global powerhouse such as LA and would benefit us on the world stage and for hosting events such as the 2028 Summer Olympic Games. Connect our city in as many ways as possible.
		90038	No	1/21/2022	Yes! Make transportation accessible across LA county. Would be great to see a rail running north and south along the 405. Improving public transportation is great for the environment especially considering how dense traffic is in the LA area. Parking fees and lack of availability make traveling to LA difficult. Improve accessibility to improve the economy!
		91502	No	1/21/2022	This is needed! LA needs an overhaul of it's entire metro system.
		91016	No	1/21/2022	No gentrification!!!! Transit should be free!!! You exploit transit workers and working class people for profits. The people see through your lies.

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		90291	No	1/21/2022	If you are able, adjust lanes on 405 to accommodate a rail system in the middle of the freeway like the I-10. Ensure stops are placed at most suitable intervals for popular places such as The Getty, Sunset, Ventura Blvd, etc. Also, it is important to consider connection points for Metro users to ensure seamless transfers from one line to another.
		91306	No	1/21/2022	I would like it a lot, because I would get home from work faster. Original Spanish: Me gustaría mucho , porque llegaría más rápido a mi casa de mi trabajo
	Woodland Hills	91364	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Burbank	91501	No	1/21/2022	A train from the valley directly to UCLA would help me as a disabled graduate student get easier transportation to campus. Due to impaired vision, I cannot drive myself, so I am reliant on buses or my partner. a train would shorten my commute, and be better for the environment.

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		91311	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Sherman Oaks	91401	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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		90027	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	North Hills	91343	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91501	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90025	No	1/21/2022	I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91311	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Los Angeles	90069	No	1/21/2022	I suggest selecting alternatives 4 or 5. I like that 4 and 5 seamlessly integrate with the D line and that heavy rail has significantly higher capacity than monorail. By all means, do NOT select a monorail alternative, that would be a disaster for LA Metro Rail.
	Agoura Hills	91301	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90024	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91423	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Woodland Hills	91367	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Van Nuys	91406	No	1/21/2022	I wanted to express my concerns regarding the Sepulveda Corridor. I live in the neighborhood between Sepulveda and Victory Blvd. Our neighborhood is concerned that the noise, pollution and construction will disrupt our neighborhood and the value of our houses. We will be trapped between the 405 and this new rail system. Please explain how this will not harm our neighborhood.
	Tarzana	91356	No	1/21/2022	I was born and raised in the San Fernando Valley and have been commuting regularly to UCLA for work for the past 10 years. I support all efforts to create a more efficient method of public transportation to help folks from the valley reach the westside, and specifically the UCLA campus. This will make a world of difference for students, faculty, and staff. Thank you!

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		91344	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90024	No	1/21/2022	I am excited and have high hopes for the project! I really depend on public transit and would really appreciate a rail built from Westside outwards
	Sherman Oaks	91403	No	1/21/2022	The Valley and UCLA need to be connected to the rest of the city with underground transportation that is similar in nature/style/size to what already exists. It keeps transportation consistent, interchangeable, and should be more cost efficient. Public transportation that is fast and thoroughly connected is the best way we can begin to get our residents out of their cars and off the freeways. This will have the greatest impact on the environment and improving quality of life. I wish Metro would stop looking at above ground rail and monorails for this project. Monorails are not compatible with our current underground system and will not endure in the long run. Elevated trains running down the streets of the heart of the SF Valley are not acceptable. The level of noise pollution to the valley communities would be unacceptable. Option 4 should NOT be studied any further. The Valley needs to be treated fairly, and Metro needs to be forward thinking. If we are making the investment for the 21st century and beyond, let's be sure we get it right and put this project underground. If Metro does pursue the monorail, be sure the connection to UCLA is prioritized. Option 5 serves the SF Valley and the West Side in the best possible way while connecting appropriately to the rest of the city's transportation system with greater ease. I urge Metro to move forward with this Option, as the proximity to the 405 would allow for residents to the North to make the easiest connections from their cars to the underground rail system. Option 6, while underground, will create additional surface street congestion due to its distance from the 405. I hope that Option 5 becomes the choice for moving forward.
		91331	No	1/21/2022	I am a nurse at UCLA Westwood, having an alternate method of transportation for all UCLA staff and students would significantly reduce the amount of traffic seen and experienced via 405 sepulveda pass. Our campus accounts for hundreds if not thousands of commuters daily. Any reduction to this would tremendously improve our air quality and the overall well-being of all Angelinos. Having a station on campus would further encourage all UCLA commuters in the alternative use of a train which would bypass hours of traffic and enhance the work life experience for all commuters.
		91602	No	1/21/2022	Don't go with the monorail option unless you want our city to look like a joke while only having a sub-par travel time/connection between the SFV and west side. I really hope that you guys go with a high captivity and high frequency heavy rail option. This should also be a super high priority for Metro, this would take SO MANY cars off the road and would work miracles with improving our quality of life, carbon emissions, and creating new riders with metro. I live in North Hollywood and haven't been to the west side I,'m well over a year. I,äôd love to go more often, but getting there is such a challenge whether I drive or take metro. Having this connection would increase my mobility and bring more people (and revenue) into the west side.
		90025	No	1/21/2022	I love not having o take the 405, being stuck in traffic and polluting. The transit options absolutely need to stop at the cultural institutions along the 405 including the Getty and skirball. Help make accessing culture easier for visitors and LA residents. This is so needed, and the train should connect from the expo and the Orange line. Ideally also from LAX

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			No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90034	No	1/21/2022	Please build fast and reliable high-speed rail!!
		91403	No	1/21/2022	I'd love this. I decide where to go based on metro options. If it were above ground I'd suffer a lot less from smokers in the stations, which is an issue I have on the red line.
	Sherman Oaks	91403	No	1/21/2022	I think the addition of a Metro's Sepulveda Transit has the potential to dramatically reduce vehicular traffic congestion, improve air quality, and meet the needs of thousands of commuters across the L.A. region, especially from someone who lives in the San Fernando Valley.
		90057	No	1/21/2022	I don't understand now, why buses are ducking late, over an hour. Sometimes they come like 3 or 4 buses together. It's took me like 3 hours last week to get at job. Now we paying this shit!
	Los Angeles	90034	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the

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					environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90064	No	1/21/2022	I feel that the mass transit from the San Fernando Valley to the LA Westside is long overdue! This project should be done very soon.
		90404	No	1/21/2022	Whatever the transit method it should have a way to be paid for by phone like the big blue bus where you can buy the ticket easily on the app just before getting on. I only use big blue bus lines because I would never bring cash with me and I have no idea where I'd otherwise be able to pay for the bus on other buses!! Easy of buying is key! I take the big blue bus to work every day

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		92614	No	1/21/2022	As someone who regularly visits the west side and the San Fernando Valley, I encourage and implore for Options 5 or 6, especially option 6, to be adopted as it will be the plan that will provide the fastest and most reliable service and the only options that decently serve the UCLA community and areas around Sawtelle that badly need direct rail transit connectivity
		91325	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	1/21/2022	It has come to my attention that the Metro is proposing the Alternative 4 Route through Sherman Oaks and running through Sepulveda. As a resident who lives on Morrison St., just east of Sepulveda, I need to express that I couldn't be more opposed to this. Living near the 101 and 405 freeways is challenging enough when it comes to noise, pollution and traffic. With that, the Metro Alternative 4 Route would be so devastating to the entire Sherman Oaks community that I can't in good faith ever back such a poorly thought out plan. With the heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in the Valley, Alternative 4 will destroy Sherman Oaks forever. Please reconsider and change any plans that would ruin Sherman Oaks and stop Metro from considering the Alternative 4 Sepulveda Pass route. Sincerely,
	Encino	91436	No	1/21/2022	I am in favor of public transit from the SFV to UCLA, that would help my commute tremendously and help improve air quality. thank you

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	Los Angeles	90063	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91411	No	1/21/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	West Hills	91307	No	1/21/2022	As someone who resides in the San Fernando Valley, what I would like to see is an accessible and equitable Sepulveda Transit Corridor that includes a direct stop on the UCLA campus and a seamless connection to the Purple/D Line. Thank you
		91342	No	1/21/2022	I grew up in the SF Valley and have long waited for this project. This project will remove cars from the Sepulveda pass, providing much relief for the collective air we breathe. Cleaner air is needed more specifically for those communities forced to live near the freeway due to high housing costs. I am particularly excited about the proposed UCLA stop. There are many like me who are forced to take the almost 2 hour bus ride from the Sylmar/SF station to get to work at UCLA and surrounding areas. Not all of us own cars. Not all of us want to own cars. I am now an assistant professor at UCLA. My neighbors and I commute to UCLA and the surrounding campus areas to workfrom as far as the northeast SF Valley. We clean houses, prepare and serve food, take care of and educate children, work on construction sites, and more. In short, without us UCLA and surrounding Westwood commmunities do function. I wish this commute didn't add to the already long days of work we provide. Finally, I actually enjoy being in community. I like catching up with my neighbors while on the way to work instead of waisting time sitting behind the wheel by myself. It would be great if we didn't force already exhausted people to have to stand on packed buses for the 2-hour commute. It would also be great if exhausted commuters didn't have to take another set of transfers just to get to UCLA from the proposed sepulveda pass transit plan.
	Tarzana	91356	No	1/21/2022	The Sepulveda corridor has long been a gridlock for those of us who live in the valley and work in the city or in Westwood/West LA. Expansion of the 405 did not relieve the pressure except to cause great pain for years during the construction. It is time that we have a reliable, consistent public transportation option along the corridor and this should connect to LAX, Santa Monica, and UCLA.
	Van Nuys		No	1/21/2022	To Whom it may concern: My family and I live in the Valley, almost right along Sepulveda. As a family, and a close-knit community, I strongly oppose Alternative 4 of having an elevated rail running down Sepulveda Blvd. I am not opposed to an underground alternative, but as it stands Alternative 4 is a terrible idea and there is considerable evidence throughout this country that elevated railways divide communities, increase noise levels, and tend to be built in low-income areas where there is no opposition. And instead of these communities flourishing like the West Side with at-grade or underground rail, they continue to disintegrate into poorer communities; just take West Oakland as an example of this. PLEASE PLEASE PLEASE DO NOT DO Alternative 4. Best regards from a homeowner and community member in Van Nuys,
		90027	No	1/21/2022	For everyone's health, I wish that all buses and trains are well sanitized and seats are need to be cleaned! We are already start paying fare and it's not worth it! :-(
			No	1/21/2022	hello, I live in Van Nuys and have been following the discussions about the possible metro line expansion up sepulveda blvd. plain and simple - Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda. I appreciate your attention and hope that this option is removed from the discussion so that more attention can be paid to the appropriate alternatives.

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			No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90068	No	1/22/2022	The more the better. Mexico City has lifts in the air, electrical buses in the corredors. Metro every where. And that'[s a third world country with much less budget. Los ångeles The second biggest cities in the USA and we are traveling with transportation of the 50's
		91356	No	1/22/2022	Wonderful help Metro everything is good
			No	1/22/2022	"I live in the Valley and Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda."
			No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to

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	Sherman oaks	91411	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90015	No	1/22/2022	Heavy rail with a station at UCLA to me seems to be the only reasonable proposal. We should be spending the money to get the right solution for this critical transit link. Not the monorail which is slower, lower capacity, and has terrible station locations. Build it right so we have a good transit foundation for years to come.
	Beverly Hills	90210	No	1/22/2022	I live in the Valley and Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda.
		91503	No	1/22/2022	To get to the E line Expo from Sepulveda/ Ventura within 30 min or less. Basically a faster alternative to the 761 that currently take 1 hour & 15 minutes

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	Los Angeles	90033	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/22/2022	Dear Metro and Representatives, Metro to even consider an above ground train through Sherman Oaks and the Valley translation . . . Valley residents and don't matter! Government and Metro can purposely decimate our communities illegally and treat the Westside and Little Tokyo as deserving and entitled of underground trains while the Valley is shafted. Metro will purposely cut our Valley with a hideous 20 foot above ground train creating massive noise, traffic, graphiti removal of businesses and homes and of course a lovely place for the homeless to squat. You want to install a train it must only be underground nothing else will suffice. This will be seen as a hostile act to attack and de-value neighborhoods in order to provide underground trains for the cherished Westside residents at others expense. The Valley needs to succeed if this is how Metro and Government treat our residents as the step child of the valued Westside. Metro ridership across the board has plummeted and is deemed unsafe, inconvenient, inaccessible , time consuming, and impracticable. Your train does not serve many and I guess I will have to scooter to reach a station unless of course I am run over or attacked getting to said train station. Metro ridership is down since 2014 due to partly and exodus of riders and LA is way to spread out a train doesn't serve the transportation needs of residents from their scattered locations. There is no parking at the North Hollywood station so unusable . People are leaving CA in droves. The idea of battering Sherman Oaks with an above ground hideous train is unacceptable!!! Not only does it take up valuable space but divides Sherman Oaks and creates an abomination of blight and an eyesore. It will be covered in graphiti and homeless encampments will call it home destroying the safety and beautification efforts.. It is outrageous that Metro would consider based upon dollars to ruin Sherman Oaks and not treat us with the respect we deserve with anything short of an underground system like the Westside. We apparently are considered secondary to the Westside so in Metro's eyes it is acceptable to divide and deliberately create blight in our suburban community. No trains above ground on Sepulveda. Also, we need parking which metro does not provide adequately so that those that want to utilize the trains simply cannot. LA is "sprawl" way to spread out to use a train for part of ones commute without parking to reach the train station. This only serves the public that lives a reasonable walking distance to a train station which does not include everyone else. So Metro's action is all show for limited access and feasibility. Lack of parking is a giant deterrent. Transport needs to save time, be less aggravating, safe and convenient in order to work for urban sprawl and reduce congestion. Living in the hills are we suppose to skateboard down the hill on bumpy streets and sidewalks risking bodily injury in order to comply with the City's out of touch goals of hoping a train? That is discriminatory as we are not millennials riding scooters and bikes (requires balance) to reach a train station. This action shuts people in. LA is not compact like New York. Also, given the condition of stations and buses there is a huge lack of safety (attacks/rapes/threats/violence/mentally unstable patients) on the buses and trains as well as in the vicinity of the station or stop. NO ABOVE GROUND METRO! Metro Trains above ground ruins our community even more, turning our suburban community into a dump site purposely. The City and Metro should be ashamed of itself to welcome the Olympics as tourists can see vividly how out of control LA is. Garcetti moved the homeless from downtown to appear clean to the Olympic Committee and blighted the Valley by his deceptive actions. The Valley has been under attack with SB50 destroying neighborhoods, FAA Flight corridor noise and excessive pollution, homelessness, lack of police, lack of repaired streets and sidewalks and massive crime unchecked. People are leaving the State and we will lose a congressional seat with population decrease. We have had enough destruction of Sherman Oaks!!
	Simi Valley	93063	No	1/22/2022	This would be an excellent idea to alleviate traffic and use the funding to build a brighter future for Californians.
	Los Angeles	90004	No	1/22/2022	I would definitely like there to be some form of public transport available in the corridor, as currently it is difficult to get from one side of it to the other. Of the options available, I prefer heavy rail (with or without a driver) to monorail. Alternative four is my favorite alternative.

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	Santa Ana	92703	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90095	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/22/2022	I would like to see Alternatives 4 or 5 to be built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line parallels one of the busiest highways in the country, and so clearly high capacity is necessary. BYD makes the cost cheaper than heavy rail options by using the highway for right-of-way, while sacrificing the overall quality of journeys and transit connections in the process. This line will require good and easy transit connections; they should be seamless. In their plans. Bechtel understands this and includes good connections in their plans, however BYD's connections are multiple minutes long and require long walks for a transit connection; this will severely depress ridership. If they are changed, the price will be raised considerably, making Bechtel's proposal much more reasonable. From Bechtel's proposal, I support Alternatives 4 and 5 because they increase the number of people served by taking a different route than the East San Fernando Valley LRT line. In addition, the integration with the current system is planned very well which would allow the line to serve people efficiently. To add on, while Bechtel's listed capacity is lower than BYD's, it's max capacity is far higher and can be achieved simply by adding cars and increasing frequency. This will not have a huge cost. Meanwhile, BYD's proposal would require constructing platform extensions at every single station -- greatly raising costs. Even then, it's maximum capacity will be almost 10,000 passengers-per-hour per-direction less than Bechtel. Besides all this, Bechtel also has experience extending the original BART system, which means they have experience working and building high-quality infrastructure built for earthquakes. BYD meanwhile, has a very stained record. In summary, due to the poor plans to lower costs that BYD has imposed, going with Bechtel's heavy rail plan would be a much more sensible option and would allow the Los Angeles area to have a high quality transit corridor. Thank you for reading.
	Granada Hills	91344	No	1/22/2022	It is not a secret that traveling on the 405 freeway can be an adventure with many effects of being stuck in traffic, being involved in all kinds of accidents that would mean being late for an appointment, work, classes, etc. There are a few alternatives for an alternate route, Sepulveda Blvd. and canyon roads that also become exits for heavy traffic. I understand that a project of this magnitude means a lot of investment, environmental studies, and opinions of the affected residents, but I definitely vote in favor of a solution of an underground or external train, or perhaps of having an express line (both ways) exclusively for public transportation (buses).
	Los Angeles	90024	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Mission Hills	91345	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks		No	1/22/2022	Metro, Please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.
		90049	No	1/22/2022	Sounds good to me It seems very convenient The idea.
	Los Angeles	90077	No	1/22/2022	Please do not consider tunneling under our homes and direct the project to sepulveda or under the freeway so as not to adversely affect the stability of our property and peace and quiet that Bel Air affords all residents and wildlife Thank you for your consideration
			No	1/22/2022	Metro, Please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.

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	Santa Monica	90405-4140	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/22/2022	We MUST have a UCLA stop on the Sepulveda Corridor! I vote every time for more public transport, and thousands of people would be able to use a Westwood/UCLA stop every day for heslth care, education, and work!
			No	1/22/2022	All right. I am a resident of the Westwood area and (unstable audio). So as such, I am very concerned about the environmental impacts of construction through this area, and I'm pretty informed by it -- about it. Looking at the options, I feel that Option 6 is the best option in all regards for the community. It's vital that -- if this link is to really mean anything to the transportation structure in Los Angeles, it needs to have a direct connection with the UCLA campus, which is a major attractor of traffic on the Westside. Also, the underground Option 6, as well as 4 and 5 have the fewest environmental impacts. I think you need to look at the seismic issues, the air quality issues, the (inaudible) issues, construction issues, and the impact that this construction to this project will have on the community of life and which project will have the greatest overall use. Clearly, a route that has a connection is not an option [sic]. People are not going to spend the time that it takes to make an awkward connection. That sort of mitigates the whole purpose of the link. Thank you very much.
			No	1/22/2022	Yes, good morning, Metro team. Thank you very much. My name is Steven Sann. I'm the chairman of the Westwood Community Council. As I've mentioned in the past, our council is very proud to be part of what is known as the Sepulveda Transit Corridor for all coalition. Our council joins with the virtual unanimous voice of numerous organizations, the Westside Regional Lines, the Council VICA, numerous environmental groups in strongly urging that there absolutely must be a station on the UCLA campus and a direct connection to the Wilshire Purple D Line subway at Wilshire. Regarding the options, as I mentioned in the past, Options 1 and 2 fail completely to connect to the campus. They should be dismissed immediately. Option 3 fails in that it does not connect with the Wilshire subway, that also needs to be dismissed. That leaves us with Options 4, 5, and 6. As the previous commenter noted, Option 6 is clearly the superior choice. I note that both the Red Line and the Purple Line are end to end completely a subway, because the ridership of those two lines absolutely warrants the highest quality mode, which is heavy rail. The projected ridership for the Sepulveda Line blows out of the water the ridership existing for the Red and Purple Lines. So therefore, it should be clear that our friends in the Valley and the Westside and to the airport areas deserve the same high-quality transit system. I would ask, as I've mentioned in the past, please, in studying Option 6, look at terminating at Sepulveda and Exposition rather than at Bundy. That is a straighter approach that shaves travel time and saves cost. Also, I would urge that you look at using rolling stock cars that are compatible with your current Red and Purple Lines, and also that you look at an option of driverless technology, which is proposed for Options 4 and 5, but apparently not proposed for Option 6. Finally, I thank you Metro and ask that you do very thorough scientific analysis to show that a tunnel can be built safely by analyzing the geology, seismology, hydrology, biology, and all the engineering aspects. Thank you very much.

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			No	1/22/2022	I'm Coby King, and I'm the co-chair of the transportation committee of VICA, the Valley Industry and Commerce Association, current treasurer, and a former chair of VICA, a member of the CR Club, Angeles Chapter Transportation Committee, and a resident of the West San Fernando Valley and speaking today on my own behalf. The Sepulveda Transit Corridor is the centerpiece of the Measure M Expenditure Plan and more than any public works project in the region and perhaps the nation that could improve people's lives. It's especially true for the people of San Fernando Valley who, if this project is built correctly, we will able to get to the Westside much more quickly and more easily than ever before, but it must be done correctly. It must seamlessly connect to other MetroLinks, and Metro rapid transit lines, to parking in the San Fernando Valley, and to the places people want to go. No place is more important than the UCLA campus. Similar in size to Downtown Phoenix, Arizona, UCLA is the largest employer west of Downtown LA. It's 80,000 daily visitors include not just only students and faculty but all the staff that keep the university working and the patients and staff at UCLA hospital. This project will improve the lives of transit-dependent riders by making their commutes shorter and easier, and if done correctly, will actually attract people off local freeways and roads, including, of course, the notorious 405. The project will mean that people who live farther away, will be able to access the good jobs, education, and health care services on the Westside in the Valley, especially UCLA. This will enhance Metro's important equity and justice goals and that is how these six alternatives should be analyzed. First, any alternative, such as 1 or 2, that does not include a direct on-campus UCLA station should be eliminated now or as soon as possible. Further, any alternative that doesn't provide access to parking in the Valley and seamless connections to the Purple D Line and Expo E Line should also be eliminated. As currently configured, only Alternatives 4 and 5 meet these criteria. I understand that there's serious questions about the elevated portion of 4 and that Valley stakeholders are concerned about equity between the Valley and the Westside in terms of elevated versus subway. Let's make sure that we do this right. Thanks.
			No	1/22/2022	I support the STC for all alternatives to have a main line station at UCLA and also at Ventura. In addition, don't select a locally preferred alternative until Metro identifies and maps specific locations of renters at risk of displacement due to rising rents and until Metro studies and implements mitigation measures that are consistent with the Metro Transit Oriented Communities Policy, equity-first communities, and the equity platform to protect renters before real estate investors buy properties due to the LPA. Second, the heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now Metro's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Metro B Red Line, and Metro D Purple Line. Metro can study automated options for rail cars that match the dimensions of its existing system and for alternatives that it's not currently considering, such as Alternative 6. Third, as the substitute for Alternative 4 going on Sepulveda north of the Metro Orange Line, Metro should study interlining the Sepulveda Line with the Metro Red Line, connecting them and the East San Fernando Valley Line via the Orange Line right-of-way in either Oxnard or Comstock. To study this, Metro must make the heavy rail option match the specs of the Red Line. Metro could use the Sepulveda station parking lot for a rail yard, giving more flexibility to both the Sepulveda and Red Lines. There would be high ridership going in both directions all day because both the Westside and Hollywood and Downtown are strong destinations. Most of the Orange Line ridership is in that segment already, plus the Orange Line is slated already to be converted to rail and this would help distribute the transfers from the North Valley through Sepulveda, Van Nuys, both Hollywood and Valley College. Thank you.
			No	1/22/2022	Good morning. My name is Sam Yebri, an almost 40-year resident of Westwood and candidate for Los Angeles City Council to represent the 5th District. I'm calling today to urge that the Sepulveda Transit Corridor Project include a station located directly on the UCLA campus and a seamless connection to the Purple D Line Westwood UCLA station at Wilshire before continuing on to connect with the Expo E Line and eventually to LAX. According to Metro, an on-campus UCLA station would be the busiest non-transfer station across the entire Metro system. UCLA is the third largest employer in LA County with more than 67,000 commuters to campus each days. For reasons of equity and access UCLA, as a premier public research university with a world class medical center, should be easily accessible to all Angelenos for employment purposes, for educational purposes, for medical needs, and cultural, and recreational attractions. A Metro station located directly on the UCLA campus is the best way to accomplish that for our city and region. Built and designed correctly, the Sepulveda Line will significantly reduce vehicular traffic congestion throughout the Westside and the Valley and through the 405s freeway, Sepulveda, and several narrow mountain passes including the Beverly and Roscomare Road, Benedict Canyon, Cold Water Canyon that drivers use as cut-through routes from the city to the Valley. This reduction in congestion will have very significant environmental benefits by reducing greenhouse gas omissions and our carbon footprint. I join the Westside Regional Line of councils, numerous environmental organizations, and virtually every neighborhood and community councilman, 5th District, and on the Westside in supporting a Sepulveda Line station directly located on the UCLA campus and a seamless connection to the Purple D Line Westwood UCLA station. Thank you.
			No	1/22/2022	Hi, this is James from the East San Fernando Valley, and I would like to see a monorail that goes all the way to Mission Hills, which would be Sepulveda and Chatsworth, because there is a park-and-ride there where busses take people all the way to the Westside, Century City. So there's a lot of transportation going on around there. When the Sepulveda Corridor did their first or their first study, they said that there ridership coming from the East San Fernando environmental wasn't enough Valley because there was just going to be a light rail going down Van Nuys Boulevard, which they said in their study it wasn't needed. So, but now the situation has been become political and now we've got a light rail going through Van Nuys Boulevard, which I think is ridiculous. I mean, this is going to create a lot of problems for first responders. When accidents happen, it's going to be a disaster, in my opinion. But I would like to see a monorail, and I hope that that can be done. Thank you.
			No	1/22/2022	Good morning all. Thank you for taking the time. Lee from Encino Neighborhood Council speaking on behalf of myself. I will mention that the Encino Neighborhood Council has voted previously to do an all heavy rail down Van Nuys Boulevard. As far as things for the folks to consider is, No. 1, the expandability of whatever option for future connections for future projects. It seems that only Option 6, which is the heavy rail underground going up Van Nuys can possibly expand further north in the future. It also should be mentioned that, you know, according to Metro's own numbers, 30 to 40 percent are the ones that are coming down the 5 and that's a significant amount of transportation vehicles on the pass. The Option 6, which used to be HRT Option 1, which I don't understand why the numbers were switched from 1 to 6, I don't know if it's a confusion thing. It should be noted that the alignments currently for 4 and 5 in the southern terminus should also apply to Option 6. That makes the most sense and most cost-effective aspect. I would like to also see, which has been brought up before, is the ramped-up cost for a monorail system versus the already-in-existence mechanics and all that good stuff for heavy rail. That cost apparently has never been clearly annotated and is obviously a hidden cost that should be overall explored. The other thing that should be taken into account in the environmental aspect is the possibility of a catastrophic failure of a monorail system,

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					similar to when the 22 and fell on top of the 5 and then basically shut off a major corridor of transportation and the costs to that were through the roof and that does definitely need to be expanded. Again, my personal preference is definitely the full underground on Van Nuys connecting the north and the south. Thank you.
			No	1/22/2022	I'm ready. So yeah, I think the monorail option, absolutely, can not be gone through. I think it has extremely poor connections with other stations, and that's going to make it very undesirable and overall depress ridership to a level that, you know, you got to think quite long-term with that. So I think Option 4 and 5, with their increases on speed due to their automated transit, and also their connection with Ventura, which has a more direct -- a more populated area than the connection with the station on Ventura in Alternative 6. I think it's -- the technology could really bolster and integrate into the system. Although, I understand that there are, you know, problems that it might use a different rolling straw [sic], but I don't necessarily think that there would be problems with extending it, but it might not integrate quite as well. Overall, I just would highly advocate against the monorail. As before, there's a lot of hidden costs, and I believe that's it. Thank you.
			No	1/22/2022	Okay. Well, I'm a member of the Bel Air Association. I'm not an officer or anything, but I am a member and I am concerned about this tunneling under our area. I wonder if anybody is considering the huge cost of the tunneling under these mountains versus the monorail on the Sepulveda Pass. Monorail seems to me to be a very modern-looking option, and I think it should be considered to enhance our aesthetics, actually, people going over the pass and so forth. I think it would be a very efficient way to do it. Is anybody considering the environment -- the human impact on tunneling under people's homes? I mean, has anybody thought of that? I doubt it. It doesn't sound like it. I know there are a lot of people from UCLA who are hell bent on having this tunnel under Bel Air, but I think they need to consider, also, people from this area have voices and that we should be heard as well. I know that we go by Hilgard a lot where the UCLA busses are. There are very few riders. There's ten busses lined up, and there's very few people on those busses. So I just wonder really how much traffic will be elevated if they do a tunneling project, which can impact people's home values and living conditions and so forth. Considering, I think the above-ground option is the best. Thank you very much.
			No	1/22/2022	My name is Aaron Barrall, and I'm a current graduate student at UCLA, and I actually do take the Metro to campus every day. There are a lot of people that take the busses off of Hilgard, which is where I get off every day too. I think it's really absolutely crucial for the new line directly to UCLA and the D Line at Wilshire, as well as preserve options to extend service to the north and south in the future.I think this project has the ability to really transform our region and expand opportunities for where people can live and where they can work all over the Westside and the Valley. It's really important that we get this right, and Metro needs to look carefully at the potential ridership, as well as the VMP reduction that would occur from having an on-campus station at UCLA. It also needs to think about the areas around the proposed stations and where we can build types of sustainable residential communities, as well as other employment hubs along the line. We know we can't build sustainable employment hubs or residential areas in the middle of a freeway, which is what the monorail options would limit the project to. Let's be careful to get this right. Again, look at · the ridership. I would also encourage Metro to look at the potential visual impact of the monorail and the CalTrans mitigation measures that might be required and might also preclude that option out of hand. Thank you for your time.
			No	1/22/2022	Good morning. My name is Evan Farrar from the Northwestern Neighborhood Council. A broad coalition of stakeholders in Westwood and at · UCLA, all part of the STC for all coalition, favor the heavy rail alternatives. That is because they provide greater capacity, marginally faster service, and most importantly these alternatives go to where people actually want to go, UCLA and Westwood. A UCLA station would be the busiest non-transfer station in the whole Metro system by Metro's own projections. So to miss out on that ridership by passing UCLA and routing riders by a bus connection or people mover just isn't efficient or desirable. It's not particularly surprising that two out of three of the monorail alternatives don't have a stop at UCLA, because it's more expensive to build a monorail below-grade, which all but eliminates the cost competitiveness of the monorail options. With all this in mind, it's important to connect people at UCLA and Westwood with the broader Metro network and most of us here rightly believe that heavy rail is the only serious way to achieve this. Thank you.
			No	1/22/2022	Hello. This is Michael Rich. I live in Bel Air. Our family has lived here for 50 years, and I very · much understand the need to have this wonderful transportation corridor built, but would deeply -- am terribly afraid of tunneling that would occur underneath people's homes. I lived in New York for a few years and heard the subways rumbling underneath my apartment. I really don't want to have to experience that. It would be a dramatic -- just the tunneling alone would require, likely, explosions and heavy shaking. Also, these mountains -- well, I'm sure there will be geological studies -- they're pretty unstable. They're actually filled with springs, and unstable shale. I'm really concerned about the impact on our community. We do have homes here. We are people. I realize that the interest of this -- of the millions of people in this city sometimes have to take precedent, but this would -- I really worry about the potential to destroy the value of our homes, to destroy the peace of our landscape to really essentially take away our homes without us really having proper compensation or a voice. So I urge you to please not do any tunneling options that go under homes. If it has to be a tunnel, perhaps under Sepulveda Boulevard or under the freeway. I think also, we are an earthquake country [sic], and I would personally feel much safer riding in a nice monorail above the ground where I'm not going to be terrified if there's an earthquake and potentially getting stuck under hundreds of feet of rock.

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			No	1/22/2022	Hi my name is Peter Kearns. I live in the Westwood area, and I work in the Valley area. My main comments are about the company behind the monorail. BYD has partnered with the City in the past, and they have failed to meet the standards and the requirements put forth in the contract previously. With the monorail project, the company behind it, BYD, had previously worked with us on the electric bus project, I believe, it was in 2012, and every electric bus that BYD provided us has been pulled from service. This is a company that does not necessarily uphold their part of the bargain, and I think that's something important to consider, the track record of the company that will be providing this billion-dollar infrastructure. I think that there will also be a lot of hidden costs associated with the monorail. I believe someone has pointed this out. The spin up of needing workers to work on the lines, needing people to repair the cars, all of the service that wouldn't necessarily -- that the City does not currently have. I believe that Options 6 and 5 present the best options. Again, they provide those direct connections to UCLA. They seem to have pretty good options on expenditure. Again, the important things that I would consider here is the monorail just seems nonviable. It's putting transit in a place where people don't have access to. It's difficult, and, like, people don't live on the freeway. I think that's really it, and, again, I believe people have already pointed this out, but the CalTrans concerns with line of sight and right-of-way have not really been considered by BYD in their proposals. I think that the creep of cost [sic] will just skyrocket for this monorail project. I can't express enough how in and 6.
			No	1/22/2022	Hello, my name is Zack. I live Sherman Oaks area, Encino area on Ventura Boulevard. I bike a lot. I have seen on Reseda Boulevard, they've put nice bike lanes and stuff like that, especially, you know, · because I like to bike ride at Santa Monica, and, you know, like to take the transit over there. Before the whole COVID thing, they had the 788. I personally like that bus. I know it wasn't, you know, you couldn't get on it at Ventura, you had to take it down to the Orange Line and get on the 788, but that bus was definitely really a great thing to have, get you to the Expo Line faster than the 734 back then. But regarding the rail though, like all the other people said before me, I think an above rail would be a great -- a great way to go, especially with the Bel Air residents. I'm not a Bel Air resident, obviously, myself, but I think it benefits everybody including the Bel Air residents having a high-sky rail. Whatever the option was where it's mainly high-sky, especially above the mountains, I think that is mainly the way to go. I don't -- I didn't like the Option No. 6 that goes to Van Nuys Boulevard, because I like -- I usually like to go mainly on Sepulveda. So I think a high-sky rail would mainly be the way to go and benefit everybody else in different areas. Yeah, that's what I have to say.
			No	1/22/2022	I'm Ann O'Connor, and I'm a member of Sherman Oaks Homeowners Association. Metro, please focus on the five alternative concepts, which would be the two underground and the three monorail concepts and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running twenty to forty feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are no elevated heavy rail trains anywhere else in Los Angeles. Why is the high-speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once again, the Valley is not getting its fair share of our tax dollars. The recent redistricting maps identified 5.7 city council districts just in the Valley. Please treat this going Valley population with the same equity and equality as the rest of Los Angeles using the same high equability of transit options. Please do not switch to aerial heavy rail on Sepulveda once you reach the Valley. That is unfair to the Valley and inequitable. I urge our Valley elected officials to advocate against this elevated heavy rail along Sepulveda in the Valley. Thank you.
			No	1/22/2022	Hello. My name is Edwin Sun. For a long time, I was a primarily transit user and pedestrian. Now I have a car, but, again, for many years, I was a rare Angeleno who mostly took transit and actually had to commute to UCLA regularly. I would like to urge this body to terminate its consideration of Options 1 through 3, all of the aerial configurations. And -- sorry, catching my breath because I'm running -- but do a -- prioritize all of the options that have direct stops at UCLA, which, again, is really the destination that has the highest potential for ridership and really would be very detrimental to Metro's goals if the alternatives are sleeted where commuters have to make unnecessary transfers to UCLA and certainly have to get on and get off within the 405, which is car-oriented infrastructure that isn't really serving the destination that have a large number of amenities or housing. Thank you very much for your consideration.
			No	1/22/2022	Hi. · I would like to echo comments in support of Alternative 6, the full underground heavy rail alternative with an on-campus connection to UCLA, direct connection to the D Line and the Van Nuys Boulevard northern alignment, which serves districts that grew around a now gone Pacific Electric Line, that whole area developed around that. I work in Santa Monica, and I live in the Lamanda Park area in Pasadena, this is also a neighborhood around a former PE Line. But despite living less than two blocks off of Colorado, my closest L Line station is over a twenty-minute walk away on pedestrian hostile streets and waiting on a freeway median is nothing short of awful. So with that in mind, alignments in the median or adjacent to the freeways are non started, the monorail, the Sepulveda aerial, all that. And then regarding the southern terminus, I think both Expo Sepulveda and Expo Bundy have their merits. I'd really like to see how each of those perspective termini would affect potential alignments for Phase 2. I'm really looking at Del Ray and the west side of the core of Culver City is over twenty-minutes walk from the Culver City and Palm stations on the E Line. There's just a lot of areas where Metro stations have been built kind of adjacent to these districts but haven't really served them, and we've really seen that in Pasadena. So I'd really like to see alternatives focus on going right to some of these dense areas and serving them directly, rather than having to do connections. I have a two-hour commute if I use Metro on the way to Santa Monica. Thank you very much.
			No	1/22/2022	Hi, my name is Brissia and I am from the Sherman Oaks community representing myself. I just wanted to speak up against Alternative No. 4, as that would disrupt the body of life of all the communities that live off of Sepulveda going towards West Hollywood. I do hear the needs of the people saying they need the UCLA stop, but I would also like to just speak up for the quality of life and for the needs of the people that live in the community where if a twenty- to forty-foot railroad was to pop up in front of our street, that would disrupt our daily living, whether it's walking, air quality, just our environment around us, as we do have a strong community here that wants to just continue living our life without a railroad running through it every couple of minutes and then construction on a street that is already just a wonderful street to drive down to get through all of our shops and community services here. That's all I wanted to say.

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			No	1/22/2022	Thank you. My name is Nurit Katz. I'm a Valley resident and have commuted to UCLA for over 15 years, both as a student and now as a staff member. I'm speaking both as a resident and in my role as chief sustainability officer for UCLA. I do have empathy for the concerns of neighbors in Bel Air, but I think ultimately even those neighbors are impacted by the heavy traffic in the Sepulveda corridor, which can really only be addressed by having a stop at what is more than just a university, it's really a small city within the city with a daily population of 80,000. So I would like to strongly advocate for the heavy rail options that have a direct stop at UCLA, as well as the really critical connection to the Westwood Purple Line or D Line stop. This is an equity issue for many of our students and staff who are lower income. You know, we have many students facing food insecurity, really challenged, and unable to live right next to campus with long commutes every day and staff as well. So it's an equity issue. It's a traffic issue. I think we all want to see this corridor improve and the heavy rail options with a direct stop at UCLA are going to do that. I also want to emphasize that this isn't just for students and stuff of UCLA. Many people come to UCLA for medical services, doctors appointments, who are unable to drive. There's, you know, a wide range of communities that are served by this critical area. So I really appreciate your time today, and I hope that you will consider this critical stop in your options.
			No	1/22/2022	Hello, everyone. My name is · Darius Terani. I was born and raised in the San Fernando Valley. I'm a USC alumni from the Price School of Public Policy and currently work as an asset management analyst for an international real estate developer. I believe Alternative No. 1 is the best option we have so far. I think so for many reasons. First, because it incorporates what would be -- like · the previous speaker from Bel Air said, it would be a very · aesthetic monorail line from start to finish, as opposed to heavy rail through the Sepulveda Pass. Heavy rail can be a good option for Downtown core, for urban cores, like, you know, because LA is so big we have a Downtown core, or the Westside core, even as we see with the Purple Line extension, everything else, but it doesn't fit for, you know, what would be the very aesthetic Sepulveda Pass. So I think that's why the monorail is a great fit. Alternative No. 1 also keeps the most important Valley station at the intersection of U.S. 101 and Sepulveda Boulevard, unlike Alternative 6, for example, which would throw the course into Sherman Oaks, and it's basically a detour. I think that option had tunneling through the Beverly Hills hillside -- or Bel Air hillside, which would be really unnecessary and throws people off. I would consider what we do think is the gateway to the Valley would be the 101 and Sepulveda intersections. Alternative No. 1 also keeps the line parallel with the 405 and doesn't go into Westwood, which I don't think is necessary, as we already have the Purple Line extension, and it's not like Westwood has a stadium, not like its USC with the Expo line. It's not really something that they need, and I'm considering going to UCLA for graduate school. I live in the Valley, but it's not necessary. It's more important to serve · everyone else to keep the line down with the 405. Then Alternative 1 has the electric bus option, which is fantastic, and that's all that an area -- a suburb like Westwood would need.
			No	1/22/2022	Hi, my name is Julia. I'm currently a resident of Sherman Oaks, and I grew up on the Westside. I just wanted to show my support for what Nurit, Ann, and Brenda from Sherman Oaks are saying. Any above-ground transportation is just going to ruin Sherman Oaks and the quality of living for all of us who live there. Also, I'm just curious if anybody is going to discuss eminent domain with the building project. That is something that happens there. That's all. Thank you.
			No	1/22/2022	Hello, my name is Joseph. I don't live in the area, I live in South LA, but I have a few questions that I think should be addressed in the environmental study of things that should be looked at. The first is ease of station access. I think in terms of actual ridership that will play a huge role and looking at where the stations are located. I hope that gets covered in the environmental study and how that will affect ridership. The second is the ability to accommodate ridership growth. I don't think this is something that other speakers have brought up, at least I haven't heard any other speakers
			No	1/22/2022	Hello, my name is Joseph. I don't live in the area but I have a few questions that I think should be addressed in the environmental study of things that should be looked at. The first is ease of station access. I think in terms of actual ridership that will play a huge role and looking at where the stations are located. I hope that gets covered in the environmental study and how that will affect ridership. The second is the ability to accommodate ridership growth. I don't think this is something that other speakers have brought up, at least I haven't heard any other speakers bring this up yet. There was a study I saw, I do not believe it was conducted by Metro, I don't remember who conducted it, but that projected that this line has the potential to be the second most used transit line in the country behind the 4, 5, and 6 line in New York City, and if you're ever in the 4, 5 and 6 line in New York City during rush hour, it's just sardines. I would like to see it studied, which of these alternatives are able to accommodate growth in ridership, in terms of adding more trains, longer cars, and adding higher frequencies, and if that's possible with the monorail and if that's possible with the heavy rail. I also want to add a comment addressing tunneling, and I'm sure the environmental report will go into this a lot. I think if the tunneling will have an effect on Bel Air homeowners, that definitely might rule out some of the alignments; however, tunneling is done all over the country and all over the world without affecting homeowners. I believe that there would not be any difference and the environmental study will likely show that this is -- you're not going to feel it if you live on top of it, you will not notice the trains --
			No	1/22/2022	Good morning. My name is Jeffrey Hartsough. I am on the Sherman Oaks Neighborhood Council, but I'm speaking as an individual today. First of all, thank you to Metro and the staff for reaching out and listening to people's concerns about the project. I'd also like to thank and show my appreciation for everybody who is coming here today and commenting. It's very interesting and wonderful to hear the insights and feelings of the people that will be affected by the project. This is an important and transformational project for the Valley. By way of information, the Sherman Oaks Neighborhood Council has passed a motion indicating a preference for Alternative 6 or a similar fully-underground heavy rail concept for the San Fernando Valley. They would strongly oppose any alternative, including Alternative 4, that would require displacement of Sherman Oaks residences and businesses. Anyway, I only have a couple concerns. One is about Metro's long-range plans for mass transit in the San Fernando Valley. Although, the decisions about the Sepulveda Transit Corridor Project will be made now and will only result in a finished project in, maybe, fifteen years. It will have a lasting influence on all future Valley transit options. So I'm concerned about how Metro is coordinating with SCAG, LA City Planning, County Planning, and Work Force and Economic Development, and other folks that should be thinking about the future. When I'm talking about future, I'm talking about 2080 and 2100. I'd like to know how this project will fit in with future projects that Metro is planning or I would like them to plan. That would bring greater transportation equity for the whole Valley. My time is up. So I'll just say I'd like to have another stop on Alternative 6 on Sherman Way. Thank you.

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			No	1/22/2022	Okay. I'm Dr. Tom Williams, president of Citizens Coalition for Safe Humanity in Culver City, also work extensively on the Aliso Canyon gas blowout, so I know the North Valley quite well and the West Valley where I have relatives. So it's basically a good question as to what one do we want. I have done construction management for Phase 1 Red Line Downtown LA. You want to talk about problems? We solved them all. We went under 12-story buildings. We went under a whole bunch of different things. No problem, other than a little bit down at Union Station. So we have the experience. Metro has the experience. So it's a question as to what is the long-range plan, somebody just mentioned. Give us a fuller out. Does it go from Granada Hills and the 118 all the way down to 105 or maybe down to the 1? So give us how this segment fits into the rest of it, and basically, no above-ground alternatives. Go for Alternative 6, but also go for good stations all the way from LAX to Granada Hills, and in Downtown LA, we have a station for two Metros, that's under a 14-story building. So therefore, make all of the stations into reasonable profitable projects. Each one, especially for public private partnership, can solve a lot of the expense problems.
			No	1/22/2022	Good afternoon. My name is Duane Muller, speaking on behalf of UCLA and calling in to express my strong belief that a successful Sepulveda Transit Corridor Line must include the following: A direct stop at UCLA, a direct stop at Westwood Village, and a connection to the Purple D Line. In connectivity and continuity with communities with which it serves, with Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy rail, Alternatives 4, 5, and 6, can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. A direct stop at UCLA and Westwood Village is not just an issue of connectivity, it's an issue of equity and accessibility to jobs, to health care, to education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Regan Hospital and Medical Center serves hundreds of thousands of patients each year. Due to extreme commutes, many along the Sepulveda corridor, up to one in seven students, experience housing and food insecurity and Westwood Village has over 2300 businesses. To address some of our concerns of our Bel Air residents, Metro has been tunneling under homes for 20 years and there have been absolutely no problems. This is not New York City and a tunnel through the Santa Monica mountains would be many hundreds of feet below the surface. Tunneling is safe. The Sepulveda Transit Corridor has the potential, really, to dramatically change the way we view transit in the west side of LA. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple Line, and · direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources, such as health care, employment, and education.
			No	1/22/2022	Good morning, everyone, and thank you for having this meeting. I would like to suggest to have a stop at the UCLA, which is essential for students, security, staff, and people who would like to work at UCLA but cannot afford to get the equity issues solved. Also, please be sure there is sufficient and free parking for those who would not ride a bike or wait for a bus · to get to the train station to get to the destination to get · the bus to get to their actual destination. It seems that Option 6 seems the best, we should · invest in infrastructure and to stop cutting corners already. No to monorail. You don't have the ability to create a monorail infrastructure system. It is inferior in every way when actually measuring apples to apples.
			No	1/22/2022	Hi, thank you so much. I just remember in the beginning of this meeting you mentioned that you were concerned about equity, and I feel the elevated trains would not be equitable for Valley residents. It would ruin the quality of life in Van Nuys and Sherman Oaks and all over the area, and it would lower our property values, congest Sepulveda, and basically ruin our quality of life, and I just think it would be very unfair. Thank you.
			No	1/22/2022	Real fast, it sounds good and the more transit the better. You guys will figure it out, and I really don't think you can point to one transit project in the entire country that's been bad and stayed bad. You guys will figure out the wrinkles after it's already built just like we did with the Red Line. That's it. Thanks.
			No	1/22/2022	Okay. First of all, I would like to thank the Metro staff for studying all these alternatives and hosting this meeting. I'm a UCLA alumni, and I would like to voice support for any of the alternatives that have a stop at UCLA and Westwood Village, except for the monorail options. I think monorail is an inferior technology and as like a lot of the speakers said before, there are a lot of hidden costs, like platform extensions, the staffing to operate and maintain this technology. I also want to say that tunneling is feasible and safe through the mountain, through the Santa Monica mountains. Yeah, so please, please, please build a station at UCLA and Westwood Village. By your own studies, it would be the most used non-transfer station in the entire system. So, yeah, thank you.
			No	1/22/2022	Great. Thank you so much for giving me the chance to speak today. I appreciate Metro maintaining their transparency with the public. I do want to voice my favor for automated heavy rail options, and I do like the Alternative 6. It seems to be the best right-of-way. Obviously, with the automated technology, I think, you know, if we're building this out in the future, I think the automated is the way to go, because it allows us to dial up and dial down the amount of capacity and frequency of the line without needing to go through a lot of red tape. That being said, I think, as much as I like the six alignment, I think joining with the Expo Line at Sepulveda, given that it's closer to more retail options, and I think it better connects to the rest of the network. It's a little further up, it's a little bit of time savings. I also think that -- I think, even though this may be an unpopular opinion, I think that it can be elevated in the Valley, just because it is a lower density. I don't think elevated is the worst option. I think at-grade is a worse option. I think of elevated as the same as tunneling options, and I think given that the Valley has lower density, I think it does make sense to have it elevated there if cost is an issue, but otherwise, yeah, I'm a proponent of heavy rail and a proponent of the automated technology.
			No	1/22/2022	Yes, I happen to be the land use co-chairf or the Westside Neighborhood Council, but today I'm speaking on behalf of myself. I'm a professional planner for 35 years. I actually live and have been impacted by the fact that the -- right across the street from the Expo Line. So I have a lot of firsthand experience and knowledge about the impacts of above-ground rail. I believe that all alternatives should be studied, nothing should be discarded early. The whole point of an environmental impact report is to evaluate the pros and cons and what the environmental impacts are of all the alternatives that are being considered. On a personal note, our board will be submitting a letter. I will personally be submitting a letter, as well with full comments, but a couple quick things. One is, Alternative 6, I don't understand why it goes to Bundy when all the other alternatives go to the Expo station. I think there's nothing wrong with considering to Bundy, and at least studying it, but I think that alternative should be split into a 6A and 6B version that studies both going to Expo and Bundy if there is a general consensus that people want Bundy considered. Expo is more direct, of course, so I don't understand why that's not included and it should be. General concern, rail above-ground, for those listening on the call who are residents in Sherman Oaks and Bel Air and places that don't have light rail in their areas already, you should consider the light, noise, bull horns, illegal bull horns, loud speakers, and trains running 22 hours a day in your neighborhoods. Tunneling is feasible --

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	Los Angeles	90027	No	1/22/2022	Hi, Thanks for taking the time to solicit public comment. I'm writing to express my support for any of the heavy rail alternatives (proposals 4-6). My preferred alignment is #6, because I frequently drive to Sherman Oaks (specifically along Van Nuys and Ventura) to shop, go out to eat, and sometimes to work, and would love to be able to ride mass transit to those destinations. Most of all, I want to say that any of the monorail options would be a horrendous waste of money. The lack of connectivity to other lines (out-of-station transfers, etc.) would make such a project functionally useless to those of us who live on the East side. Same for valley residents who want to go anywhere not adjacent to the 405. The heavy rail alternatives offer the beginnings of a viable LA metro network. The monorail alternatives are a single project in isolation, and should not be pursued. Thank you for your time.
		91504	No	1/22/2022	The main thing I'd like for this project is reliability. Waiting 45-70 minutes for a bus or train is a terrible way to do public transit and has screwed me over when I try to go anywhere farther than walking distance without a car, even to get to a train station you need a car.
Midvale Estates Home group			No	1/22/2022	I represent the Midvale Estates Home group. We are located north of Victory and North to Vanowen, Sepulveda west to the 405. We already suffer from the Noise of 405 and Victory and Sepulveda. We strongly are in unison and disagree with alternative 4, the above ground rail, north of Victory. The noise will destroy our lives. The distance from Sepulveda to the 405 is minimal. This will strongly disenfranchise all the low income renters on Sepulveda. This is unfair and not equitable. Thank You
	Los Angeles	90024	No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angleles	90049	No	1/22/2022	I suggest you use an above ground rail system that is like what we have already put in thought out the city. Bangkok has an amazing light rail system that is both on the ground and suspended over areas where it needs to be. Why would you spend such a long time tunneling thru a mountain when you could utilize the centers of frwys. as the location for trains? I would think the project wouldn't take as long and would be much safer than digging under existing communities. Please consider something other than a tunnel! The tunnel doesn't provide anything that above ground can't accomplish.
			No	1/22/2022	“Metro, Please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.”

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			No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	1/22/2022	I live on Van Nuys Blvd and work at UCLA. I use Metro options either going down Hilgard or Gayley. Metro going down Hilgard is always standing room only in my experience. Free parking is essential. I agree with option 6 and only spending the effort on environmental impact studies on options 1-3. I would like to see the terminus at Expo. Please provide the total protected costs of all final options. I would like to see the seismic results. I believe in the Sepulveda corridor discussions they already eliminated a monorail option in their studies. Perhaps the two project groups should exchange information. Several callers expressed concerns that this project should be able to use existing inventory and I agree with that. Not a fan of the monorail. Having lived in New York City for 8 years, and travelled the subways in LA and San Francisco, I feel less concern over the failure of tunnels in an earthquake than a structural fail of an overhead rail line - but would appreciate study results on the probability of failure for both. Not in the scope of this project but what direct transit options are you considering for our friends in Burbank/Pasadena/Glendale to get to the UCLA area - as of now there are zero.
	Los Angeles	90008	No	1/22/2022	Clearly, this is a very important project, with the potential to have very high ridership. In particular, UCLA has the potential to be the station with the highest usage in the entire Metro system, per Metro's own projections. As such, any alternative that does not include a station directly on the UCLA campus should be dismissed, as it creates too much friction for reaching such an important place and does not serve the goals of the project. The monorail alternatives should be dismissed for various reasons: 1) stations along freeways are not user-friendly to transit users (they are loud and polluted; people do not live there or want to visit freeways as destinations, clearly; our experience with the Green Line should make it clear that freeway alignments are not the best), 2) the contractor, BYD, does not have a good history of meeting its commitments in prior work in our region, 3) the station connections are not as high quality vs. the heavy rail options (more walking is required), 4) BYD's own proposal shows that in order to achieve the higher levels of capacity, longer stations would be required, and when the cost of the longer stations is included, it almost negates the potential cost savings vs. the higher capacity heavy rail proposals. Taking a long term view is essential with such an important addition to our rail network, which (hopefully) will only be built upon further in the future with further extensions and connections to other rail lines. I believe alternatives 4-6 are the best alternatives for these reasons. Thank you for your time.
	van nuys	91406	No	1/22/2022	Option 4 for the heavy rail down Sepulveda Blvd would be a disaster for the cities of Sherman Oaks and Van Nuys, as well as the businesses and residents who live/work on or near those streets. The residents would not only have their property values decimated, but the quality of life would be destroyed. Access to businesses on Sepulveda would be limited and difficult to frequent, due to the additional traffic on the street, since lanes would need to be removed to accommodate an above ground train. In addition, Sepulveda is a main passageway for emergency vehicles, a main hospital, and several retirement/convalescent communities. Having more traffic, less lanes on Sepulveda, would greatly limit the access to emergency services and could be life threating for those residents along and around Sepulveda Blvd. I live less than 150 feet from Sepulveda Blvd, and I work long and odd hours in the entertainment industry. Having the noise of a train every 6-10 minutes and the additional new traffic due to less lanes, while I am trying to sleep during different hours of the day or night would be detrimental not only to my quality of life, but also my health. It is not fair and equitable to anyone living along or near Sepulveda Blvd for option 4. We feel option 1 or 6 would be fabulous alternatives, as it does greatly impact residents in any community and would provide options for those that need to use mass transit.

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	Los Angeles	90024	No	1/22/2022	STC would allow many commuters to save time. This will provide the community with the opportunity to spend more time doing other productive and meaningful things than being stuck in traffic.
		91403	No	1/22/2022	The main thing I,äôd like for this project is reliability. Waiting 45-70 minutes for a bus or train is a terrible way to do public transit and has screwed me over when I try to go anywhere farther than walking distance without a car, even to get to a train station you need a car.
		91403	No	1/22/2022	Please don't put in a monorail. It would not solve transportation issues in the valley or LA. It would be beneficial if we had a heavy rail with consistent departures. The fact it takes over 20 minutes between buses is a big problem. It,äôs why I tend to drive or bike over taking public transportation. It would also be beneficial if the route went to UCLA and the Getty.
			No	1/22/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Van Nuys	91401	No	1/22/2022	As someone who lives in Van Nuys, and drives down Beverly Glen Blvd every morning to Westwood, I would prefer the Bechtel-Heavy Rail options. As a fan of underground trains I prefer the one that goes under Sherman Oaks, especially if that gets the NIMBY Sherman Oaks Homeowners to say yes. I think any Monorail down Sepulveda wouldn't be future proof as they are harder to maintain and increase capacity on. Futureproof your plans and as cool as a monorail sounds, it wouldn't be cool if it sucks, and riders don't want to use it. Then it's just a vanity project that will need to be redone anyway.
		90024	No	1/22/2022	The monorail alternative is a non-starter, due to it's lack of decent transfers between lines and lack of a UCLA station within budget. In my opinion I think that the first section of this line should be built between the Expo/Sepulveda station on the E line, the Westwood D line station, and UCLA. This would allow the first section of the Sepulveda line to open and be used by Olympic athletes staying at UCLA in 2028. It would improve journey times to the other Olympic venues at USC along the E line, and LAX or the SoFi stadium along the K line.
		90024	No	1/22/2022	I would also like to add to my previous anonymous comment that Bechtel's suggestion to build the line to accommodate "Bombardier Innovia Metro" rolling stock may not be the best move, because the propulsion technology used in those trains has many limitations, especially in regards to speed. This line should be built with similar ambitions to BART in the Bay Area and be able to handle faster speeds and higher passenger capacity.
	Rosemead	91770-1990	No	1/22/2022	What I like is that this is finally happening! What I suggest is that we choose heavy rail to future proof this expensive but necessary investment. Nobody wants a new public transit 405.
			No	1/22/2022	To Metro I live in the Valley and Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda. Thank you
			No	1/22/2022	I live in Midvale Estates adjacent to Sherman Oaks. I do not want the ugly above rail Metro built in beautiful Sherman Oaks nor do I want the ghastly sounds. Please STOP this insane prospect. Thank you.

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		90276	No	1/22/2022	I am concerned about many things regarding the monorail. The mitigations, the station placement, the low capacity, and the company that is building it. My main concern is the health effects that can be caused by forcing thousands of riders into the freeway for transit. I would like the EIR to look into the effects of consistent noise pollution on our riders, which will be waiting in stations adjacent to, or in the middle of the 405 freeway. Sustained noise pollution can obviously cause hearing loss, but has also been proven to cause mental health problems like anxiety. The pollution from car emissions can cause asthma and other respiratory disorders. How many riders could develop these health issues due to the monorail? I prefer alternative 4.
		90275	No	1/22/2022	I do not like the monorail because of the health problems riders could develop from riding the train and waiting at stations in the middle of the freeway. Noise pollution can cause hearing loss and anxiety. Forcing riders to wait at stations in or adjacent to freeways will expose riders to lots of noise pollution. Pollution from car emissions can cause asthma and other respiratory problems. I would like the EIR to research how noise and car pollution will affect riders. How many riders will develop these issues? How will the noise pollution affect ridership? How will the terrible station locations affect ridership? I prefer alternative 4 because of its high capacity and use of elevated rail.
		90276	No	1/22/2022	Please do not build a monorail!!! Putting trains stations in/near freeways is a bad idea!! Noise pollution will cause many riders to have hearing loss and develop mental illnesses. There have been studies that prove this. The car emissions can cause respiratory disorders. We should do alternative 4 as it is the best for people while still being a good price. The use of elevated rail can set a strong precedent for building cheap high-quality grade-separated transit across the city. We need more elevated rail.
	Venice	90291-2455	No	1/23/2022	Hello, based on the project plan alternatives, I would like to see Alternative 6 implemented with Alternatives 4 and 5 (underground automated and driver) as back up options. I believe the comprehensive option is better suited for the long term goals of the transit project and I do not believe the monorail will accomplish those same goals. Additionally, I would like to see a congestion pricing scheme rolled out in concert with the system wide expansion in order to encourage adoption of sustainable transport.
		91344	No	1/23/2022	Yes. I live the project idea because it will help a lot of people. Si. Me gusta la idea del proyecto porque ayudar??a a mucha gente
			No	1/23/2022	Subject: Alternative 4 Worst idea ever. A light rail through sepulveda pass is sufficient and along and next to 405 freeway is sufficient. People who have cars probably won't use it. And when to use with Covid. People work from home now. Senseless idea.
	Encino	91316	No	1/23/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90025	No	1/23/2022	I like the accessibility between the West and East side. I wish it'll be executed efficiently and quickly like we've seen other countries accomplish the same. I suggest whatever is done, security and timeliness are high priorities. Public transportation has garnered a lot of negative attention as of late when it comes to safety. Get the LAPD to do their jobs and protect the paying riders. Get people to follow the rules so everyone can travel safely, check tickets, no one should be vulnerable to attacks while waiting for or using your services.
		91601	No	1/23/2022	My vote would be heavy rail. Will use it either way.
		90057	No	1/23/2022	I like to commute. It's a great to go from a place to another without breaking the bank. I would like to have direct transit to go from LA to the Valley area because by the bus it takes too much time. Please make the transit accessible because it's expensive sometimes up to 5$ for a single trip. It can boost the area tourism's too.
			No	1/23/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91343	No	1/23/2022	the US needs public transportation that's environmentaly friendly ,affordable, fast, efficient and connects communities to resources. Not just links to downtown but links that connect suburbs to suburbs.
		90403	No	1/23/2022	I like the idea of train access north/south on the west side. I,äôd like to see access from chatsworth down to LAX, but it should at least connect with the Orange Line, the Purple Line, and the Expo Line.
		90043	No	1/23/2022	There should be free rides again because of covid.
		90405	No	1/23/2022	Hello, based on the project plan alternatives, I would like to see Alternative 6 implemented with Alternatives 4 and 5 (underground automated and driver) as back up options. I believe the comprehensive option is better suited for the long term goals of the transit project and I do not believe the monorail will accomplish those same goals. Additionally, I would like to see a congestion pricing scheme rolled out in concert with the system wide expansion in order to encourage adoption of sustainable transport.
			No	1/23/2022	Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20to 40 feet above Sepulveda Blvd in Valley. Alternative 4 will destroy Sherman Oaks forever.
		90034	No	1/23/2022	I'm curious the route? It will be Fantastic to take public transportation to and from the west side.
			No	1/23/2022	Dear Metro, PLEASE, PLEASE, PLEASE don't consider Alternate 4 Heavy rail above Sepulveda. I live near Sepulveda and would find raised trains to be a horrible intrusion. The intersection of Ventura/Sepulveda is already of one the most congested in the SFV already. The Alternatives that run underground are the way to go. If it takes a bit more money and time, it's the best for the long run, pun intended. After listening to the online meeting, which I liked very much, thank you, I'm for Alt 6. I think the station at UCLA is important. It's a hub for much activity. If you have ever been to NYC or Chicago near the elevated trains, you'll see lousy residential neighborhoods with lots of dirt and noise. By the way, I'm a METRO retiree. Finally, good job
		91342	No	1/23/2022	We desperately need light rail from the northeast San Fernando valley all the way to Santa Monica and Union Station. It's pretty ridiculous that MTA built light rail into Sta. Monica and Pasadena and NOTHING for the communities of the Northeast San Fernando Valley! People in Sylmar, San Fernando & Pacoima need light rail!

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		91311	No	1/23/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90066	No	1/23/2022	Based on the project alternatives that are listed, I see several issues with the monorail and freeway-adjacent trains, including conflicts around freeway widening, obstruction of drivers views while driving, distraction, noise and pollution at transit stations, and ease of access to transit stations. Option 6 (all underground) seems preferable with the most connections to the most populous locations and easy access, as well as distinct separation from freeways that will increase safety for riders and drivers.
	Los Angeles	90019	No	1/24/2022	I want HRT with a connection at UCLA and that connects to the Purple Line. I do not want a monorail. The monorail project from BYD, when all is said and done, will not end up being significantly less expensive than an HRT, since BYD does not take into account the fact that it will have to build larger stations than it has initially planned for its longer trains. BYD has a proven track record of under-projecting costs and under-delivering on projects. Please watch this video for further info: https://www.youtube.com/watch?v=xJdbCgVkH3w
		90404	No	1/24/2022	It's a badly needed transit link. It should connect Green. Expo and Purple lines with the Valley.
	Los Angeles	90019	No	1/24/2022	WE DO NOT WANT A MONORAIL. We want HRT that has a connection at UCLA and connects to the Purple Line.
			No	1/24/2022	I am writing to ask that you stop studying Alternative 4 for the Sepulveda Pass. From the plans we have seen, it looks like this option will put a giant tunnel into the hillside essentially in front (or on top?) of our house, and then run elevated heavy rail trains 20 to 40 feet above Sepulveda Boulevard. Alternative 4 will destroy our neighborhood and Sherman Oaks forever. Please stop this impractical, disruptive, unfair and irresponsible plan.
	Mar Vista		No	1/24/2022	I am a UCLA PhD student living in Mar Vista. I have been eagerly anticipating the construction of this rail project for years now—I think it will be transformative for mass transit in LA. As Metro knows, this figures to be a very high-use line in the rail system, and thus it must be as reliable and efficient as possible. For that reason (among others), I urge Metro to use heavy rail technology, not monorail. I worry that Metro is trying too hard to be innovative by considering this transit mode that is uncommon anywhere outside of theme parks (if Metro wants to truly innovate and do something ahead of the game, they should continue to work on making fares free). Sometimes the tried and true method is the best one. No mass transit city in any major city in the world uses monorail technology; they use heavy rail technology, either exclusively or in combination with some light rail and/or commuter rail. Heavy rail is the only option that is fit for the task of transporting the expected volume of passengers reliably. If Metro were to use monorail, they would now be using three different rolling stocks. While it's possible to replace malfunctioning cars on the A Line with cars from any other light rail line, there would be no other line to requisition monorail cars from, which could severely delay service in emergency situations. Furthermore, the monorail proposals have too many stations in the middle of the 405 freeway. Anybody who has used any of Metro's existing mid-freeway stations could tell you that those stations are noisy, polluted, and unpleasant overall. Plus, stations in the middle of freeways are almost always a long distance from destinations and services that Metro riders would come from or go to. In addition, I would imagine that stations in the middle of the 405 would severely impact traffic for years while they are being constructed. Even though I don't drive the 405 for daily commuting, I'm sure the disruption would draw the ire of many an Angeleno who does. In sum, Metro should never build another station in the middle of a freeway again. Of the three heavy rail alternatives, I tend to lean toward #6 because it seems

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					the most direct (fewest curves) and thus I would think the fastest. I think it's also a plus that it has the fewest stations adjacent to the 405 freeway. Finally, from what I'm reading, unlike alternatives 4 and 5 it has the capacity to run 6-car trains during peak hours. That advantage cannot be overstated. In conclusion, I urge Metro not to select ANY alternative that relies upon monorail technology. And I wish that Metro would select Alternative 6 (heavy rail). Thank you for your time. I hope Metro makes the right decision for the future on this one.
		90024	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sunnyvale	94087	No	1/24/2022	Alternative 6 is the best option
		90230	No	1/24/2022	Wow, it would be phenomenal, it would [benefit] a lot of us if the service was faster and more trustworthy [and not only] to San Fernando but to other places, it is needed. We thank you in advance that you are working on this. Woow seria fenomenal amucha gente nos neneficiaria aeria m?°s r?°pido confiable ino soko asan fernando sino aotro lugares mas si que nos hace falta se lea agradece aigan trabajando en eso gracias
	Panorama City	91402	No	1/24/2022	The sepulveda corridor will have a great impact on the UCLA community that lives in the valley. It will facilitate traffic for other commuters that have to use the freeway and it will give back time to those commuters who spend an obscene amount of hours using public transportation everyday (2-3 hours).

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	Los Angeles	90095	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. _
	Huntington park	90255	No	1/24/2022	it is imperative that a stop at the corner of Westwood and Wilshire should be added to the plan. i commute from south east by metro and i transfer the santa monica blue bus to go into campus at the expo stop to go to work at UCLA. i have been doing this commute since the expo line was added. please think about us that live in these communities and we have to go to work at UCLA.
		91367	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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					ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91411	No	1/24/2022	Metro, Please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.
	Tarzana	91335	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90036-3209	No	1/24/2022	Thank you for reading through public comments about this project. I want the Sepulveda metro line to connect Cal State Northridge to Long Beach, with transfers to the B line, the D line, the E line, the C line and the A line. The loops such a connecting line would create would make the system much more useful to Angelenos. I want it to include stops at UCLA, LAX and Torrance on the way. I want as few stations as possible placed on the freeway. I like stations that have easy pedestrian access and neighborhood amenities around it, like the Wilshire/Vermont station and the Culver City stop of the Expo Line. I want the B line to be extended to the Burbank airport and then to go west alongside the Ventura County Rail line to connect to the Sepulveda Line. Or else I want the B line to connect to VC Line at the Burbank Airport and for the VC Line to be turned into a Metro line that runs from Chatsworth to Union Station across the Valley every 20 minutes, with a connection to the Sepulveda line. I understand such an expansion will take many years. To start with, please connect UCLA to LAX with transfer loops to the other Metro lines it would cross, and extend the B line to the Burbank airport.

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	Los Angeles	90024	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Mission Hills	91345	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90045	No	1/24/2022	From Metro, The Source: "Metro is beginning the environmental review phase for the Sepulveda Transit Corridor project, which will build a heavy rail line or monorail between the San Fernando Valley and the Westside. A second phase will eventually be built to LAX." LINK This project is critical to improving traffic in Los Angeles, in fighting air pollution in the Los Angeles Basin, and reducing carbon gases which are creating the warming of the planet. Global warming is here now, and the estimates of its speed in warming are being met, and exceed, at a frightening pace. We face many unknowns with global warming, but we have many knowns of the dangers to life, agriculture, structures and infrastructure to this city, state, nation, and the world. Action is needed now to take cars and trucks off the roads to reduce carbon gases. A 2019 study from Yale University LINK places transportation as 29% responsible for global warming carbon gasses. Add to that the polluting carbon gasses from oil refining in the Los Angeles Basin, and the figure goes to 40%. It is not getting better. We are driving more. If we continue at this pace the percentage will increase to greater and greater peril to the planet. Action to reduce our carbon footprint is needed now. Yet the Sepulveda Transit Corridor project is bogged down. Instead of going with what is used overwhelmingly throughout the world for transits projects of this size and scope, heavy rail trains underground or for this project a combination above and underground, monorail has beed added to the evaluation of the project. I have written previously about monorails. They look good in amusement parks, zoos and some universities, but as shown below, the numbers do not add up in carrying passengers. To have this monorail alternative inserted into the project evaluation process is not only the fantasy of monorail fans, it is wasting money in the project evaluation. But more critical, we are losing valuable time to incorporate the monorail alternatives into the project evaluations. We don't have this time to try to combat global warming. And the numbers don't add up for monorail. There are six alternative: three automated monorail, three heavy rail. All three heavy rail alternative carry more passengers, at higher speeds. This better serves transit riders. As a transit rider, I know these are two of the greatest parameters in successful transit. Some monorail alternatives also need convoluted and complex secondary, and expensive transfers to UCLA. Enough of this. We don't have the time to waste on making Los Angeles a guinea pig for monorail. The world is getting more polluted, and global warming is accelerating. The monorail alternative needs to be scrapped now, and the project needs to proceed with the proven and better heavy rail. The numbers do not work out. Below are excerpts from Metro's outreach: "Alternative 1: Automated monorail that would be entirely aerial along the 405 corridor and the Metrolink Ventura County Line railroad tracks with an electric bus shuttle to UCLA. Train length/capacity: two to eight cars with an expected six cars during peak periods. Each car could carry up to 76 to 79, overall passengers 152-456. Connection to UCLA: At Wilshire Blvd, an aerial station would be located on the west side of the 405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line's Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Blvd/Veteran Avenue and Westwood Blvd/Le Conte Ave. The electric bus shuttle would operate at the same frequency as the monorail. Alternative 2: Automated monorail with aerial alignment along the 405 corridor and Metrolink Ventura County Line railroad tracks with an aerial automated people mover connection to UCLA. Train length/capacity: Two to eight cars with six cars in peak periods. Each car could carry up to 76 to 79, overall passengers 152-456. Connection to UCLA: A pedestrian bridge would run from the monorail station on the south side of Wilshire to an aerial Automated People Mover (APM) station on the north side of Wilshire. The APM would travel on a structure primarily along Gayley Avenue to an aerial station near the west end of Bruin Walk on the UCLA campus. The people mover would operate at the same frequency as the monorail. Alternative 3: Automated monorail with aerial segment along the 405 corridor, an underground segment between Wilshire and Getty Center, then entirely aerial along the 405 and Van Nuys Metrolink Line railroad tracks. Train length/capacity: would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers, overall passsengers 152-456. Alternative 4: Heavy rail with underground segment south of Ventura Blvd and aerial alignment generally along Sepulveda Blvd in the San Fernando Valley. Train length/capacity: three cars with each car carrying up to 170 people. Trains could be expanded to four cars, over passengers 510. Stations: Four underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line) and UCLA's Gateway Plaza, and four aerial stations at Ventura Blvd, the G Line's Sepulveda Station, Sherman Way and the Van Nuys Metrolink Station. Connection to UCLA: an underground rail station would be on campus at Gateway Plaza. Alternative 5: Heavy rail with underground segment along Sepulveda Boulevard and an aerial stretch along the Metrolink Ventura County Line tracks in the San Fernando Valley. Train length/capacity: three cars with each car having a capacity of 170 people. Trains could be expanded to four cars, over passengers 510. Stations: Seven underground stations at Exposition Blvd (Metro E Line), Santa Monica Blvd, Wilshire Blvd (Metro D Line), UCLA's Gateway Plaza, Ventura Blvd, the G Line's Sepulveda Station and Sherman Way. One aerial station would be at the Van Nuys Metrolink Station. Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside. Train length capacity/length: would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers, overall passengers 266 or 532 or 798." We do not have the luxury of time to be the playground of monorail fans. Scrap the idea of monorail, and proceed, now, with heavy rail.
			No	1/24/2022	I am, have always been in favor of a monorail down the 405 fwy. I have proposed this to various city council members for 20 years now at various Chamber of Commerce meetings and have always gotten a shrug off. If Walt Disney can build a 2.5 mile monorail for Disneyland in 1959 taking only one year to build (over 60 years ago). By now we should be able to build one down the 405 faster and better. We need smart, cost effective, as quick as possible, and visually appealing. And it has to make sense. Alternative 2 Monorail is the best option.
	Sherman Oaks	91403-4602	No	1/24/2022	I am here to voice my support for the heavy rail options. I do not think that the monorail options adequately solve the goals of the project. All three of the monorail options would not have enough capacity to realistically make a dent on the vehicle miles traveled over the sepulveda pass. I fear that the monorail design would be worse than when the exposition line opened and it was immediately overwhelmed. The passenger capacity numbers for the monorail options are overstated. The max capacity quoted could not be achieved without significantly changing the stations, which may not even be possible. While the proposals for the heavy rail are understated. The proposal notes that 90 second headways would more than double the capacity. Please don't spend all this money on a project that is doomed to failure.

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					I would hope that you would elect one of the heavy rail options. Thanks.
	Lake Balboa	91406	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you

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	Valley Village	91607	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Porter Ranch	91326	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		93444	No	1/24/2022	I would suggest avoiding any alternative that doesn't provide an off-street/grade-separated connection to UCLA. While shuttle services reduce the vehicles for the number of people travelling, buses are part of the flow of traffic and still subject to the inconvenience of everyday traffic, which reduced the desirability of the option. An on-campus stop that requires no connectors would be preferred overall as it avoids any complications involving connectors.
		91342	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Reseda	91335	No	1/24/2022	What I like about options 4, 5, and 6 is that it won't impact the 405 freeway. -this is a major influence for working on the West side. I have commuted this route for 17 years, living in Reseda and working in Westwood. I will use whatever option is chosen, because anything is better than the 405. The 405 Sepulveda pass has just finished a decade of construction for new bridges and carpool lanes (creating more congestion than prior). No one wants to go through that again! What ever the option, I know the main concern will be traffic impact to the 405. My co-workers that live in Santa Monica do not like the above ground E line because it ties up the surface streets. I suggest underground or bust. Population/congestion will always get worse, It's worth it to go underground.
	Encino	91436	No	1/24/2022	Alternative 6 - the Van Nuys Blvd Heavy Rail is the best alternative for the Valley. Heavy Rail which carries the most riders is the ONLY WAY TO GO. Leave the Sepulveda Pass alone.

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	Sherman Oaks	91403	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90035	No	1/24/2022	Easier way to get to either side of the hill. One that doesn't require going out to Union Station
	Los Angeles	90049	Merged Document	1/24/2022	
	Northridge	91325	No	1/24/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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					ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	1/24/2022	As someone living in Sherman Oaks and working at UCLA, I would love a a train option for commuting to work rather than driving every day.
		91331	No	1/25/2022	I like that this project helps people who struggle hopping on busses or trains. I wish for more bus routes and train routes to cross one another more fluently. There is nothing wrong with the current routes but improvement is always welcome if it helps I suggest researching the pros and cons and not just thinking of budgets
	Sherman Oaks	91403	No	1/25/2022	This will reduce our property values that is our pursue of life, liberty and happiness. I am maintaining property that will become worthless and then a greedy developer will come and purchase my home which I have maintained for pennies. In the meantime, will be noise, traffic congestion and more crime. For what, so the people who make bad decision have a place to go bathroom, party and perform more criminal acts. I was attacked at Union Station and now there is a reduction in Police presence, thanks to "defund the police". Now there is so much crime, citizens and people do not report. Enough, all ready.. Electric cars are the future, not a train from the 18th century.
		91343	No	1/25/2022	Truthfully for my liking it's better they way we are from Vanuys to Expo La verda para mi gusto es mejor como estamos de vanuys a expo
		90005	No	1/25/2022	Good afternoon to all of you. [They say that] [they are] improving the transportation service, [it's a lie] one has [to wait] 40 minutes for the bus to [come by] it's a lot, [they should] [do something] to better [the service] Buenas tarde ustedes. Disenke est?°n mejorando el servicio del transporte esmentira uno tiene keesperar 40 minutos para kepase elbus esdemasiado devian deaser algo por mejorar elcervicio
		91343	No	1/25/2022	This sounds like an awesome idea I hope it becomes a reality
		91411	No	1/25/2022	I travel to the Westside 5 days of the week (weekends sometimes) a train or easier/more bus schedules would be so beneficial. Affordable prices.
			No	1/25/2022	To Whom It May Concern, Please stop pursuing ridiculous and damaging Alternative 4 for the Sepulveda pass with elevated heavy rail trains running 20-40 feet above Sepulveda in the Valley. Alternative 4 will destroy the fabric of Sherman Oaks. The current streets can barely support traffic as it is.
			No	1/25/2022	Please stop pursuing ridiculous and damaging Alternative 4 for the Sepulveda pass with elevated heavy rail trains running 20-40 feet above Sepulveda in the Valley. Alternative 4 will destroy the fabric of Sherman Oaks. The current streets can NOT support traffic as it is.
		90024	No	1/25/2022	People will mot take it toooooo far from down town
		91303	No	1/25/2022	[lately its been] arriving late. It goes to Falbrook/Ventura. I'm not [liking] this-- I have been getting to work late. ?öltimamente esta llegando tarde Que se va falbrook/Ventura Esto ya no me esta gustando Siempre he llegado tarde en mi trabajo ??
		90255	No	1/25/2022	We need a bigger rail system. Especially in areas that are congested with traffic cut down bus service but you need to increase rail. Like New York City, San Francisco and Chicago.
		91402	No	1/25/2022	I want that project to push through and I wish that project will give easier and convenient travel to all of us who are relying on the metro and I suggest that services should be available even during weekends.
	Huntington Park	90255	No	1/25/2022	I do not support the monorail alignment nor BYD as the approved vendor. They do not meet the requirements stated in the bid proposal and will end up costing Los Angeles a lot of money with their alignment. It seems clear that Heavy Rail is the higher quality technology and will be the better investment into providing connectivity and efficient transport throughout Los Angeles. I look forward to the development of our Metro network into a world class system, but insist that this will only be possible with the heavy rail options.

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	Valley Village	91607	No	1/25/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/25/2022	Hi. I have a question before submitting my public scoping comment. Can you please confirm which of the proposed alternatives utilize trains, spare parts, repair procedures that are used in any of the other Metro lines (either in operation or planned)? Please reply so I can submit my comment before the end of the public comment period on February 11th. Thanks
	Los Angeles	91316	Merged Document	1/25/2022	
League of Women Voters			Merged Document	1/25/2022	Please see the attached public comment regarding the Sepulveda Transit Corridor Project.
	Sylmar	91342	No	1/25/2022	Any route that does not include a stop at UCLA/Westwood is a non-starter!! That is a major destination in itself for people from all over the Southland. It also serves as a hub from which people travel to Santa Monica, West Los Angeles, and Century City for both work and entertainment. I commuted to UCLA from the San Fernando Valley for 33 years before I retired. Now it is difficult for me to travel to UCLA for medical and intellectual purposes because of traffic on the 405, so I feel cut out of going to the Getty Center, the Hammer Museum, and the UCLA campus unless it is absolutely necessary. This project must include a stop at UCLA/Westwood and provide access to the Purple Line station there.

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			No	1/25/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	JCZGTC333	No	1/25/2022	I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		91364	No	1/25/2022	I love this idea but I'm not sure where the best placing of this would be. Obviously a parallel route along the 405 would be best. I do thing Metro transit in the Valley is long overdue for upgrades. Might I suggest a express Metro bus route along Ventura Blvd from Woodland Hills to Universal City? This would significantly help others and myself commuting to/from work.
	Los Angeles	90020	No	1/25/2022	I write as a former resident of Palms, current resident of Koreatown, and employee at UCLA. I use public transit exclusively, as I do not own a car. What I like are alternatives 4 and 5. Heavy rail will be better integrated with the existing Metro Rail system and therefore easier to maintain and service than a Monorail. I defer to residents of the SFV on aerial versus underground for the northern end, but would prefer alignment with the E line at Westwood/Expo rather than Bundy. I think UCLA deserves a heavy rail stop (as opposed to a transfer to electric bus or an APM) given the volume of university employees and students. With respect to other planning around 405 alternatives, what I wish is to discourage use of high-occupancy toll lanes and congestion pricing. These may be effective at reducing traffic, but are inegalitarian solutions, as both disadvantage low and middle-income drivers by tying access to public goods to market position. Special pricing for low and middle-income drivers would be unlikely to fully mitigate that dynamic, as most similar public assistance programs use highly selective means-tests that exclude many (or even most) of the households that would be significantly impacted. Indeed, that negative financial impact is by design, since the point of such programs is to discourage and limit usage of public goods by a significant fraction of users. Sufficiently wealthy individuals will not modify their behavior, and the majority of cars removed from the road will be from people without the financial means to access the roads that their taxes helped to build.
Holmby Westwood Property Owners Association			No	1/25/2022	To the LA Metro Board of Directors, Holmby Westwood Property Owners Association voted unanimously to support a direct stop at UCLA , a direct stop to Westwood Village, and connection to the Purple/D line, and connectivity and continuity to the communities such as ours which it serves. Our Board of Directors represents 1100 single family homes between Wilshire and Sunset Boulevards, Hilgard and Comstock Avenues on LA's Westside. Our homes are adjacent to the UCLA campus to our west. Only the heavy rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague our residents on a daily basis. It is of vital importance to take people directly to the places they want to go otherwise, they will continue to seek more convenient means of travel. We support the alternatives above as Alternatives 1 and 2's closest stops are 1.5 - 2 miles from UCLA's campus thus requiring F/L mile challenges. This could add to travel time, decrease ridership, and add accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Westwood does not have street space to accommodate shuttles, Ubers, or Lyfts that would wait to pick up passengers arriving from or returning to the rail. We strongly support transit but only one that will achieve high ridership and access to key resources including healthcare, employment, and education. Our association calls upon the Metro Board to eliminate or immediately adjust Alternatives 1, 2, and 3. We urge you to support a direct stop at UCLA!
	Santa Monica	90405	No	1/26/2022	I would like to support including transit stops at the Getty Center. It would be a great service to the thousands of employees and visitors to the campus and nearby temple. Current bus options are very indirect and discourage using public transit to the Getty. Thanks for your hard work on this important project.
	sherman oaks	91423	No	1/26/2022	terminating this line at Ventura and Sepulveda will paralyze the valley--move the striating point closer to Van Nuys--maybe Oxnard, Victory or--Sepulveda Flood Channel area and make it go underground through the pass as it does through the Hollywood Hills to downtown.
		90255	No	1/26/2022	I don't know specifics on this project. But I dream of LA one day being a place that can easily be accessible via rail. Let's also prioritize the metro Santa Ana bridge corridor project. The residents of Huntington Park, South Gate, Cerritos, etc. deserve reliable and efficient transportation. Thank you for all you guys do!
		90232	No	1/26/2022	Safety, cleanliness, convenient and fast way to go from Westwood to San Fernando Valley
	Van Nuys	91406	No	1/26/2022	Option 4 - the one with the above ground heavy rail along Sepulveda - sounds like a truly awful idea that will destroy the neighborhood! If it was left in there simply to make the other options sound better, then that's fine... but there is no way you'll get any support for this idea from anyone who lives in the valley. please remove it immediately so that we can focus on the good options and not waste time and money exploring this terrible, terrible idea.
	Hawthorne	90250	No	1/26/2022	As a UCLA Alum, I think it's of utmost importance to include a train stop directly on campus and in Westwood. Given how awful traffic is along the 405 and around West LA/Westwood, I remember where I lived was crucial to consider before deciding how far from campus I could stay. That really limited the affordability options around the school itself. Also, most students don't have a car to get around either, and having easy access to public transportation opens up LA to a vast majority of students. As a working professional now and am now driving the 405 north and south every day to work, I can't believe there aren't more North and South metro options despite how busy that route is. I'd love to see this line continue all the way down to LAX and eventually the South Bay as well.
	Playa del Rey		No	1/26/2022	I think the effort and money should go to the improvement of the streets to move traffic more quickly. Remove parking and other lane obstructions. Bikes have no reason to be on busy thru streets. If for no other reason it isn't safe. There are other streets/road for bike enthusiasts to use. Traffic and our economy need the clear use of our roads. We all benefit. There is no serious reason to have recreational biking on our commercial streets. Those few who insist on biking everywhere while just have to be disappointed. This is from a life long bike rider. Riding all over several states and in Europe. As many bikes as ride in Europe there are not special lanes and accommodations that I ever saw. Riding on highway in rural France I had to accept commercial traffic and had to share the road. Use your funds to improve our roads for traffic to move more quickly and educate bike riders to ride on streets less traveled.
		90026	No	1/26/2022	How great and we [thank you] for this great work effort to help the city and a lot of us that travel on MTA [??] Que genial y se les agr?°dese gran esfuerzo de trabajo para alludar a la ciudad y a muchos que viajamos en MTA . ????????
		91601	No	1/26/2022	This would be a game changer. Accessing the amenities and jobs of the west side via direct line from the SFV is absolutely vital to the future success of the Valley
	Sherman Oaks	91403	No	1/26/2022	Alternative 6 is the only sensible solution. please do not add disruption to the funnel to get over the hill and back by building in the only way over the hill and back on the 405 and Sepulveda. Any above-ground train in the valley when you are building subway for the west side is wrong period. Do not discriminate against the valley citizens.
		91325	No	1/26/2022	I would really like this project. It is time saving. I wish to travel as soon as possible and not have to wait for the bus.

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	Los Angeles	90049	No	1/26/2022	I am concerned about the underground options that go through the neighborhoods as the routes will disturbance to the neighborhood, create pollution and reduce property value. Please keep it along the 405. Thank you
		90066	No	1/26/2022	Please choose heavy rail over the monorail. Once built, the Sepulveda line will operate for decades, so Metro has one chance to get it right. The heavy rail options connect directly to the E and D lines and serve UCLA directly, which monorail does not. In addition, the monorail stations are adjacent to the freeway, rather than in areas of high density that will encourage transit usage. Further, the heavy rail options are designed to allow increased capacity without requiring extensive additional construction, whereas monorail will require expensive station retrofits to increase capacity. Monorail may have a lower upfront cost, but it will not save money over time and will not provide the integrated solution necessary to make this important line a success. Please choose one of the heavy rail alternatives.
			No	1/26/2022	Alternative 6 is the best. Thank you
	Los Angeles	90047	No	1/26/2022	I strongly voice my support for the Heavy rail alternatives especially in favor of Alternative 6. This option would have the best opportunity to link as many people to where they would like to go. This would drive people away from the freeways and out of their cars. The monorail options have terrible station locations on the freeways, do not connect seamlessly with the current system, and it's low eventual peak capacity. I am also concerned about the more expensive new alternatives drawn that was not include in the initial cost proposal for the monorail options. I am also expressing deep concern over BYD's influence on the metro board. Again, I am strongly supporting the Heavy rail alternatives. What I also wish is that we could also compare the amount of benefits and people that could be served between the full heavy rail alternatives buildout from the Valley to LAX if chosen to go either down Sepulveda and Centinela. In order to fully understand the transparency between both options.
	Los Angeles	90025	No	1/26/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90034	No	1/26/2022	I really like the idea of a heavy rail option that runs from the Valley to UCLA/Westwood and eventually connecting with the LAX people mover. It would also be great to make sure the new transit connects to areas that are already more dense such as Playa Vista. The automated heav rail option would be the fastest option with the least amount of downtime between cars and therefore move the most transit riders. In my opinion, the best way to serve transit riders would be to go with the option that moves the most people the fastest, which in this case seems to be the heavy rail option whether it is with or without a driver. Ideally, the proposal that Metro will ultimately go with will connect to many existing stations to serve those along the Westside who would like to move north and south and even to the Valley. For this reason, I like Alternatives 5 and 6. If costs and timelines are a major issue, I then like Alternative 4. Mostly, I prefer any of the heavy rail options and am not as much of a fan of the monorail options. What I wish of Metro transit right now would be a way to get from the Palms/Culver City area to Playa Vista and Westwood/UCLA solely through using Metro.

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	Valley Village	91607	No	1/26/2022	Add me to the list of people who think the monorail proposal is a waste of time. You don't want to complicate our mass transit with another rail type that is incompatible with the others (light/heavy rail) already in use, that's more expensive and less scalable. There is a familiarity and expertise already with light and heavy rail learned from building the previous lines, take advantage of that. What I suggest is that you build the line as heavy rail (like the Purple/D Line) underground and have it stop at Ventura Blvd/Sepulveda Blvd. (the HRT-2 proposal). The second best option is HRT-3 which I believe is light rail because it adds a Valley stop and also is partly aerial, meaning people stuck in traffic can see trains go by which will frustrate them and hopefully convince them to stop driving and use the train instead. What I would also suggest, to maximize the usefulness of the rail to ease/reduce traffic, is to extend the East San Fernando Valley Light Rail Transit Line south (when it is built) so that there is a stop at Van Nuys Blvd/Ventura Blvd (and at Magnolia Blvd, there's a huge park there). This would make it more convenient and desirable to use the Metro to go out (and not drive/drive drunk) after work hours in that area making it easier to walk to a train station (either line). Less traffic, less searching for parking, more people using the trains. Mass transit cannot be looked at as only a solution to workforce transportation, we need it for recreational travelling as well. Nightspots draw lots of people, too. The more options to walk to fun afterhours locations, the better. Ventura Blvd has many shops and restaurants that stretches for many blocks east and west. Having even a small part of the Valley that functions like Manhattan would be a benefit to all. It also wouldn't hurt to add another stop north of the Red Line terminus at Lankershim Blvd/Chandler Ave. The NOHO West area or Laurel Canyon Blvd/Victory Blvd would be a great addition, that area will get more traffic as NOHO West ramps up.
		91306	No	1/26/2022	that would be great limited time maybe go all the way to lax
		91306	No	1/26/2022	yes if it goes far enough maybe go from magic mountain/Castaic to lax to long Beach or further down to orange county people would use mass transit more. like the bart system up north but a monorail type.
		90007	No	1/26/2022	Heavy Rail Alternative!! Through Culver City
		90007	No	1/26/2022	Alternative 4. Heavy Rail without driver with the final destination in Culver City would allow for the most Optimal use.
		90037	No	1/26/2022	The only thing that I would like to [strongly] ask you please is why this green bus number 3 is so behind, because this makes me get to work very late. Please I [could be] out of a job, I have been [scolded], Y get to the bus stop with ample time. Please. LO UNICO QUE PUEDO PEDIRLES ENCARECIDAMENTE POR FAVOR PORQUE ESTE BUS VERDE N?öMERO 3 SE RETRASA TANTO ,PORQUE ESTO HACE QUE LLEGUE DEMASIADO TARDE A MI TRABAJO. POR FAVOR PODR?çA QUEDARME SIN EMPLEO. YA ME REGA?ëARON. YO LLEGO A LA PARADA DEL BUS CON SUFICIENTE TIEMPO. POR FAVOR
	Sherman Oaks	91401	No	1/26/2022	As a long term resident of the San Fernando Valley and frequent user of the 405 I believe that the 405 should not be impacted by any new construction. The only feasible solution for the metro line is underground giving a wide berth to the 405. The stations as listed should include Ventura Blvd in sherman oaks, UCLA, LAX and the connecting metro lines in LA. The area above the 405 should be used for a freeway canopy covered in solar panels to provide electricity for the trains and other infrastructure needs. We might need to eventually tunnel under the 405 for a secondary route through the hills. The change in the Valley's people density will eventually make that a necessity.
	Redondo Beach	90278	No	1/26/2022	Transit corridor should use heavy rail. It would be most efficient and be able to carry the most passengers. The more cars that are able to be cut out with this project the better
	Reseda	91335	No	1/26/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be

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			No	1/26/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Hermosa Beach	90254	No	1/26/2022	I really think that a monorail would be shortsighted. The sepulveda pass project should be heavy rail and designed with future extension in mind. There really needs to be a rail connection from santa monica to the airport/crenshaw line that would connect westside LA north/south

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	Los Angeles	90068	No	1/26/2022	When it comes to moving from point A to point B, convenience is king. It's why most Angelenos willingly opt to sit in traffic for 30 minutes every day, because they know the bus will take them perhaps 50 minutes to travel over the same A to B, so they drive. In terms of the transit we have in LA county, capacity is also king. Before the pandemic I would commute on the 204 or 754 along vermont, and alternate that with the red line and expo line. On all these routes, it would be standing room only due to the high ridership in this corridor, and sometimes the bus would be so full the driver wouldn't bother stopping as there just isn't room for the dozen of us waiting at the stop. The transfer at 7th street metro center from the heavy to light rail platforms would be downright dangerous with the amount of elbowing happening running down those steps trying to make a train, I'm surprised people aren't trampled more often to be honest. In my opinion, routes like the Expo line have been compromised out of political expedience. For example, it typically takes 15 minutes for this train to run two miles or so from USC to downtown LA due to the lack of grade separations in one of the most bottlenecked areas of LA. If I was in better shape I could probably outrun the train just sprinting on the tracks. This lowers its utility to potential riders, and due to the design of the entire train line from the length of platforms to the lack of turnback stations on either end and sharing grade with the Blue line through downtown, its difficult to lower headways or add cars to trains to prevent a standing room only situation, or such a chaotic situation at transfer stations like 7th street metro. We failed to do the job right the first time with projects like the Expo line, and pay the price today with congested cars and platforms and a long trip end to end. In terms of this project, if we want to do the job right the first time, not suffer from the ills plaguing the current compromised routes we have in LA, and not pay an order of magnitude more decades from now to redo everything the right way when we have no choice but to do something about the anemic transit line, we simply have to pick the most convenient option which offers the fastest speeds end to end in order to lure car drivers off the 405. We also have to use the option with the most available capacity, because like most transit in LA, it will quickly get used to capacity thanks to all the latent transit demand. For this project, doing anything but a heavy rail alignment is downright irresponsible for generations of future Angelenos. Choose carefully, Metro Board. If you all chose the monorail alignment that offers a slower trip and serves fewer people and has no potential to integrate with future transit routes like standard gauge rail does, it's your children and grandchildren's tax dollars that will be wasted redoing all this work in decades time. It's your choice today whether or not to tax your family needlessly in the future. This is our moment to do the job right the first time, to select the heavy rail alignment that offers the highest capacity and end to end speeds, and to ignore the sharks like these private monorail companies that appear out of thin air when the sweet blood of public contract money hits the water.
	North Hollywood	91601	No	1/26/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. As a San Fernando Valley resident who works at UCLA and attended all while living here, I can say such an addition would greatly alleviate transportation issues. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	1/26/2022	An important addition to LA's public transportation network. The safest, most achievable, shortest timeframe to completion project should be implemented. All of us have to adjust to public transit, it will run a block and a half from my house, I have no concerns with appearance or noise in the interest of getting public transit expanded.
	Los Angeles	90064	No	1/26/2022	The only long-term solution that prioritizes urbanization, clean transit and reduced congestion Is heavy rail. Please do not squander this opportunity by selecting a monorail. Heavy rail is the only solution
		90004	No	1/26/2022	Hello, I would like that there would be betterment of the schedule of the buses to Santa Monica. Because the schedules are very prolonged. Hola, me gustaria que hayan mejor en el horario de los buses a Santa Monica. Porque los horarios son muy prolongados. Gracias.

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			No	1/26/2022	Hi. I'd like to know whether is there a tentative look of what the future project will be. Will there be a new metro line? I just want to see what it is/they are and how it/they look. Thanks.
	Brookline	2445	No	1/26/2022	I strongly recommend all underground -- so in other words some variation of Alt. 6. Monorail introduces a new type of equipment so maintenance and logistics would be inefficient and more costly. Any equipment should interoperate and share the same design with with other heavy rails lines. Metro should not limit the number of suppliers as would inevitably happen under monorail. Reliance on Chinese equipment is also a strategic mistake in the current era. Monorail uses rubber wheels. We need to get wheels off the road not just vehicles. SBR rubber has severe but under-recognized negative impacts on air and water quality which are high concerns in Los Angeles. Steel wheels are cleanest. Direct service to UCLA at Gateway Plaza is a must have. An extra leg to access UCLA as in the monorail options 1 & 2 is counterproductive if not laughable. On the other hand, my preferred solution is all underground heavy rail. All underground has the additional benefit of resiliency from wildfires. Alt. 6 would disturb less of the above-ground environment and infrastructure, and avoids travel along the noisy and unattractive 405. Any proposed 405 stations are beyond walking distance from most potential destinations. However, under Alt. 6, I would recommend using the Alt. 4/5 southern terminus of Sepulveda on the E line. This would be the absolute shortest option in miles and trip time. This should likewise have lowest cost among the underground alternatives. Avoiding the 405 area during construction could also save money. The all-underground Option 6 allows for two possible construction phases, which is another reason to choose it. Phasing means that revenue service could begin sooner. The phases would be: 1) E Line to Orange Line, 2) Van Nuys Metrolink segment. It is also possible that the second phase might not be needed for some time if the light rail suffices, which would save money. Maybe it would be better to instead first extend the line south to the K line or even LAX, which would open up new transit service areas and should result in significant traffic reduction on the 405. In addition to general workforce travel, this would connect UCLA to the airport for example. The southern terminus at Expo should be designed for this possible future expansion. I have no strong preference between automated or with drivers although having human eyes on the train would probably yield some safety and operational benefits.
	Los Angeles	90024	No	1/26/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am a student at UCLA. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; Hello! I am a student at UCLA eager to increase transportation options for those on the Westside. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Los Angeles	91007	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90095	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am a student at UCLA. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Sherman Oaks	91423	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you as a UCLA student and basic needs advocate to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90095	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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			No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I hope all is well! I am a second-year student at UCLA. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you for your time.

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	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherwood Forest	91325	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am currently a UCLA student. When I first got admitted to UCLA, I was so excited to use the Metro to travel from my home in Orange County to school, but I soon found out that there weren't any direct lines to UCLA which made it harder for me to use the Metro. Now that there is an opportunity for a stop by UCLA, I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will

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					ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles, CA	90024	No	1/27/2022	I suggest putting a stop at UCLA or Westwood. This would give commuter students a way to get to campus easier and give a safe alternative to students who can not have a car.
			No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90004	No	1/27/2022	That they better the service of the Santa Monica route. Thank you. Because the schedules are very prolonged. Que mejoren el servicio de la ruta a Santa Monica. Gracias. Porque los horarios son muy prolongados.

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		91606	No	1/27/2022	I love everything!! This city needs more of it. All I can see is benefits for the community at all levels.
	Marina Del Rey	90292	No	1/27/2022	I strongly support alternatives 4, 5, or 6. As Metro knows, this is an extremely important project for the future of transportation in Los Angeles. Choosing a heavy rail system that works with our existing system and provides for the future capacity needs is critical. Equally as critical is a station directly on the UCLA campus. Bus transfers, people movers, etc all severely lower the chances that someone will actually use the system so an on campus station is essential. Alternatives 1, 2, and 3 are flawed. They have lower maximum capacities, are generally limited to the 405 (and being stuck on a freeway, distant from places people are actually going, with noisy and exhaust heavy station platforms are noted issues with the C Line), depend on a contractor who has been unreliable in the past with Metro, and either lack the critical on campus UCLA station (1 and 2) or in order to get the UCLA station, cost essentially the same as the Heavy Rail options (3) with all the above drawbacks. It also seems to me that the alignment from Alternative 6 is superior, though it should be built with the systems used in 4/5 with automation and the partnership ideally. However, if building under the SFV light rail is too complicated, alignments 4 and 5 seem to be alright. I do not have strong opinions on elevated or underground in the valley, nor where it should meet the E line. Finally, this is likely not realistic, but it would be nice if the connection with the D line could be studied closely to see if it was possible to briefly interline (with additional tracks and platforms) at the Westwood station, or run parallel. This would of course rely on the systems being compatible. But as the network grows, having future routing options to route trains from Downtown along the eventual Sepulveda line extension to LAX and from LAX to downtown without a transfer would be nice.

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	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90095	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90027	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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			No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. As a graduate student impacted by the commute from Santa Monica to UCLA and seeking alternatives to bus routes as we transition back to in-person learning, I commend this to your attention and speak on behalf of many other graduate students with the same grievances. Thank you for your time and consideration,

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	San Diego	92110	No	1/27/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/27/2022	I saw the video of your scoping project, but it did not include the public comments so we don't have any idea of people's thoughts or what their criticisms are, so I would like to see that on there, and if you can give me a call and let me know when it's goin gto be available
		90304	No	1/27/2022	Reduces traffic Gives commuters an alternative mode of transportation Allows commuters to go to the valley via metro rail Clear time horizon Real costs, not ongoing costs due to improper planning requiring bond measures (additional) Proper planning and budgeting Consider fault lines
Sherman Oaks Homeowners Association	Sherman Oaks	91413	Merged Document	1/27/2022	
		90009	No	1/27/2022	Hurry up please ???????????? We are light years behind metro cities!?
	Los Angeles	90049	No	1/27/2022	Hello, I am a new Assistant Professor of Human Genetics at UCLA. My wife and I moved here in July 2021 and have so far loved living in Los Angeles. It is my goal to get tenure and stay at UCLA throughout my career. However, we are confronting a quite dismal outlook that many young families in West LA are facing--the severe lack of affordable housing. Even with two incomes, buying property in West LA is not feasible nor will it be for the foreseeable future. This problem is so well known that even faculty recruits from the East Coast are asking questions about housing affordability during their interviews, and some are turning down offers from UCLA for research institutions in more affordable areas. UCLA's inability to attract the most talented scientists could have long term implications, including fewer federal research dollars being brought into the Los Angeles area. One clear solution to this problem would be to improve travel conditions from the more affordable SFV to the UCLA campus. This would broaden housing options for my family and future UCLA researchers. As such, I vehemently support the construction of the heavy-rail options that include a stop directly on the UCLA campus. Specifically, I strongly suggest Options #5 or #6. Thank you.
	Los Angeles	90028	No	1/27/2022	I support options 4, 5, and 6. As a long time transit user, connectivity is key! Please no monorail- there is no reason to add a third type of train to the Metro system. Let's think long term and have the ability to extend lines. Also a stop at UCLA- the biggest destination in the area- is an absolute necessity. To build this line and skip UCLA would be more embarrassing than the original Green line turning away from the airport. :)

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			No	1/27/2022	To whom it may concern regarding the Sepulveda Pass transit project. I submit the following public comments: I greatly support this project, but I do have concerns that it be designed and built for operations during fires and for future proofing passenger loads while also adopting some of the lower cost options relating to tunneling and platforms, considering how vital this one link will be to commuters and those eventually accessing LAX and, in general, be the only mass transit between the San Fernando Valley and the west side. Here are my concerns and public comments: 1 . Any design for trains through the Sepulveda Pass MUST be capable of operating even during a brush/wild fire in the Sepulveda Pass that may even shut down the 405 freeway, but the transit trains MUST be able to continue operations during such a fire event. This will be a vital link for thousands, and likely over time, tens-of-thousands of people (or more in the decades after opening day?) who will rely on this line/service between the San Fernando Valley and the west side, UCLA, and eventually LAX, and in later years, beyond. We can not have huge numbers of people stranded on either side of the Pass with no way to work, school, or home because of eventual fires in the Pass. Therefore, it seems that an all subway option through the Sepulveda Pass is the only way to guarantee no interruptions in service during a fire above ground, and the design needs to provide electricity to the subway portion under the Pass that will not be affected by fires above ground in the Pass so that trains can run uninterrupted. 2. The project must be designed with future-proofing in mind. Specifically, we should NOT underestimate how many people will be attempting to board per train. We have witnessed how passenger loads on our MTA rail lines can exceed the rail car design with the Blue Line having to extend platforms to accommodate an additional light rail car at tremendous cost and inconvenience to handle over-saturation, while the Expo Line barely handled its passenger load (from personal experience, people were really crushed in and could not often reach the door to exit at their stop) during rush hours and the disastrous over-saturation of the Expo Line because of poor decision to run trains with just 2 minutes more apart that stranded commuters on the platforms because it was impossible to board the over-crowded trains. Considering the huge number of vehicles on the 405 and the lifeline that is the Sepulveda Pass for motorists using either streets of 405 freeway, the line should be designed to accommodate the greatest number of riders per train--also taking into consideration many people using this service to access LAX who are likely to have luggage. After studying all build options that included various types of rolling stock proposed, it is clear that the ONLY rolling stock option to meet expected and anticipated passenger load is to use HEAVY RAIL cars, specifically the very same cars used for Metro Subway lines than are larger and have more capacity for sitting and standees, and these cars are large enough to remove some seating to accommodate luggage racks/stowing spaces in all cars while still having the larger interior to allow for maximum passenger loads. This can NOT be underestimated, as this will be the ONLY line from the San Fernando Valley to LAX, and smaller cars will not allow for the "unexpected" popularity of this line and will make this line LESS attractive to people who would WANT to use it to LAX because the rail cars are too small to accommodate all riders and their luggage, even if only carry-on lugguge. 3. In addition to using the current B & D line Heavy Rail subway cars specification, the MTA should consider building to accommodate a maximum of 10 car trains for this line as opposed to the current maximum 6 car trains for B & D subway. Yes, this would mean platform and trains lengths of up to 750 feet, but we MUST not underestimate how overwhelmingly popular this line will be considering it will be the ONLY MASS transit option between the San Fernando Valley and the west side, LAX, and, eventually, beyond in the years to follow opening day, and it would be prohibitively expensive to extend platforms once this line is completed; we have ONE shot to get it right. BART platforms and trains are a maximum of 700 feet, just 50 feet shorter than a MTA 10 car heavy rail 750 feet, and those BART trains were standing room only, so there is a precedent. The much smaller (and yes, cheaper) rolling stock proposed by the bidder and the much SHORTER platforms to accommodate SHORTER trains would not be able to handle the passenger demand and their luggage even at their proposed frequency of only a few minutes apart. Those numbers are just not realistic. Consider the MTA's own passenger load predictions and how after the line opens, ridership EXCEEDS (a good thing, if there is room for them) their professional, mathematical, statistical, "scientific" projections. Any uneducated rider of MTA services could have predicted greater ridership numbers based on far less evidence. Given how in the unpredictable future younger generations will seek and demand transportation other than a private or ride-share vehicle with the future generations great concern for eliminating carbon footprints and contributing to an environmental disaster, we should expect even MORE riders than we could imagine, even if we work from home because people still want to travel locally or beyond, people want to get out and do things, and public transit such as the Sepulveda Line's access to places like UCLA and LAX along with easy transfers to Century City for entertainment, dining, etc., and connections to Expo Line and Santa Monica a few blocks from the Pier and the beach, our children and grand children will most likely depend upon the Sepulveda Line providing that transportation more than any other form. 4. An additional argument for standardization of the Speulveda Pass line to use the current Metro Heavy Rail subway cars specification is for cost savings in purchasing rail cars and parts and for compatibility should some cars be pulled from service, B & D line cars could be sent to replace those pulled from Sepulveda service, otherwise riders could be facing long-term disruption and find they can't use the Sepulveda line and, instead, go back to their cars until the unique vehicles can be repaired, that can take longer than we may anticipate due to all manner of delays and parts shortage and MORE expense due to the unique rail car technology (used in a few places around the world) simply does not have the critical mass for economies of scale to produce that many parts and its export to us. Further, there is a benefit from operations personnel and mechanics who already know how to operate (although FULL driver-less is an option) and repair these vehicles without the added cost and complexity of new training for a new--third--type of rail car. The current situation of the MTA having designed the light rail system to ONE type/specification of rail car across all its light rail lines is a good example of the benefits of such standardization. 5. While some of the the points above may cost more than the far smaller rail car options proposed by the bidder, and the longer platforms for the same B & D line specification Heavy Rail cars, such costs to improve the line's capacity and maintain standardization can be offset by the proposed lower cost construction/design that I do support: the single tunnel option and the offset side platform option. This project will see greater ridership than predicted in the earliest stage of operation and can expect more growth in ridership in the years and decades to come and this can increase costs for rolling stock and construction of platforms, but we can lower costs where it is practicable and wise to do so. I support the lower cost SINGLE tunnel design under for any subway portion. Considering that it is in use and under construction for a BART project, it seems a good place to save money without compromise to the performance and experience of the line. Further I support the lower cost off-center, side platform as, again a reasonable compromise in cost in exchange for having this line become reality. However, I would suggest that CAREFUL design or art aesthetics and bright lighting, etc. be used for the sections of platform that will have a lower ceiling so that riders will feel not only comfortable but drawn towards these sections of platforms so riders feel comfortable spreading out to all lengths of the platform. 6. I support that the Spulveda line directly serve the Van Nuys Amtrak/Metrolink station and the Sylmar/San Fernando Metrolink station for easy access to services that transport people regionally. Thank you for the opportunity to send my comments.

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		90014	No	1/27/2022	If this is going to be the most heavily used line in the city upon completion, it's got to be done well ! Interconnectivity with the other lines is also crucial.
	Aliso Viejo	92656	No	1/27/2022	I would like to see the project continue in favor of the heavy rail development as opposed to the monorail proposal. The heavy rail project seems better suited for underground station development (UCLA hub) compared to the monorail, plus the monorail seems to follow the I-405 for the most part including many of its planned stations. This makes pedestrian access very uncomfortable (road noise) and requires transfers by bus/rideshare to get to final destinations (homes, businesses), which makes the route even less practical, slower, and more expensive for riders, versus having a station located within walking distance to popular destinations. I feel that for which ever plan gets chosen, the plan should prioritize station locations so that they are as friendly to pedestrian traffic/destinations as possible, and are not designed around transfers to buses or cars.
			No	1/27/2022	Dear Metro, Please put a stop to ridiculous Alternative 4 for the Sepulveda pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Blvd. Alternative # 4 will destroy Sherman Oaks forever. Thank you,
		90034	No	1/27/2022	Start providing restrooms at major terminals which have 24/7 staff, such as Santa Monica. Excuses like preventing drug dealers are just stupid when a patron for a long ride is a pregnant woman with a child in hand, or a senior with a wheelchair or a medical problem. If parks and DMV offices and bike hubs can have restrooms, so can key stations. Offset cleaning costs to TAP cards if necessary.
	Reseda	91335	No	1/27/2022	I would like the project to be heavy rail and completely underground as much as possible. I vote for Alternative 5. Second option would be alternative 4 but I would want information on the noise that it would produce being above ground.
	Sherman Oaks	91403	No	1/28/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am a homeowner in Sherman Oaks and I ride transit to my job at UCLA at the Wilshire and Westwood stop. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Sincerely,
Studio City Residents Association			No	1/28/2022	RE: Studio City Residents Association Support's Alternative 6 MOTION The Board of the Studio City Residents Association (SCRA) only supports "Alternative 6", (running in-line with Van Nuys Boulevard and Westwood Boulevard), with the motto, "You get what you pay for". "Alternative 6", (Heavy Rail"), is the only alternative that truly has a vision of looking to the future with "room for growth" capacity as well as speed; as opposed to slower, smaller capacity "Alternatives 1, 2, and 3 Monorails."

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	West Hills	91304	No	1/28/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	panorama city	91402	No	1/28/2022	How will this project impact student and pedestrian safety to and from school? Van Nuys Blvd. is an incredibly impacted corridor, and it seems that it may become further impacted with the addition of this project?
	San Jose	95135	No	1/28/2022	What I suggest is Alternative 5 of the recently released list of alternatives. I chose this option for a few reasons. First, because a monorail would be slow, expensive, and inefficient. Second, because building an aerial section will be a major visual blight and if the system is already underground the cost of developing a tunnel boring machine will have already been spent, hopefully keeping the price tame. Last, I don't support alternative six because according to what I have read it would be the most technologically challenging. Thank you for reading.
	Los Angeles	90020	No	1/28/2022	What I like is a heavy rail option for the corridor. The elevated section in SFV to lower cost would be preferred, as would automated heavy rail cars.
	Lancaster	93536	No	1/28/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the

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	Van Nuys	91401	No	1/28/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90068	No	1/28/2022	Please no monorail. It would be an absolute disaster for LA. BYD is so corrupt it would end up with delays and cost overruns, like the Crenshaw line but x10. So please metro board, don't be corrupt JUST for this one line. It's so important for the future of our city. Please don't sell our future to sleazy capitalists.

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		91406	No	1/28/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90026	No	1/28/2022	I am very supportive of the transit corridor. The purpose is clear and much needed in Los Angeles to reduce overall car traffic in our city. I would like for the heavy rail proposals to have higher priority over the monorail
		91423	No	1/28/2022	I am calling to comment that I believe this Metro project is entirely wrong and should not be done. It is going to cause a terrible impact environmentally in terms of noise, in terms of visuals and in terms of displacing people and reducing home values in the area of the Sepulveda Pass of Sherman Oaks. I would like to comment that we do not want this in our neighborhood and any rail system should not be built above ground, if there is a below the ground option that should be pursued. But no above the ground options- whatsoever
		90046	No	1/28/2022	I think the project should just be heavy rail, monorail is pointless and makes it harder for the track to be used in different ways. The other main concern is the history of fires in the area as well. But overall, as long as it connects to one of the light rails in the area, we should be good and I look forward to seeing this built
			No	1/28/2022	Hello, While I generally support the Sepulveda Transit project, any plan that includes an above ground rail along Sepulveda or Van Nuys Blvds. is a bad idea. Beyond the tremendous disruptions during the construction phase that this would surely cause, a massive rail and support structure above ground would be nothing more than urban blight. Any areas beneath the rail would become a haven for illegal activities, trash dumping, and homeless encampments. To think that the West Side would get underground rail and the Valley be saddled with above ground portions is outrageous. You wouldn't want an above-ground train running through your neighborhood. What makes you think we want that in ours? Please feel free to reach out for more info or to verify my residency in Van Nuys. Thank you,
	Van Nuys	91405	No	1/28/2022	What I wish is to see a heavy rail line connecting the Valley to the Westside. I believe Alternative 6 is the best alternative. Please abstain from creating monorail line in the San Fernando Valley. Thank you.
		91504	No	1/28/2022	Please put a subway station in Burbank
	Santa Monica	90405	No	1/28/2022	What I suggest is the heavy rail option under the Sepulveda Pass. I like option 5 because it sets up the line to keep going south to LAX. I also wish a connection would be made in the tunnel for some Purple Line trains to travel into the Valley. The monorail option has terrible station locations that will make the system unattractive to use.
		90720	No	1/28/2022	Alternatives 4 or 5 are the best options for the Sepulveda Corridor. Heavy rail will serve the corridor much more efficiently than a monorail and won't require massive construction interferences on the 405. The heavy rail alternatives also better connect to UCLA, a major concern for the project. Choose heavy rail alternative 4 or 5.
		91761	No	1/29/2022	As we all know, the Sepulveda Line, once finished, will become a major transit line to serve the San Fernando Valley and the Westside and eventually to LAX. Therefore, it's important to look at the alternatives not just in terms of cost, but also future implications such as increases in population, and the only way the Sepulveda Line can keep up with demand is through the heavy rail alternatives. Even though the monorail alternatives promise a lesser cost, there are many downsides, including poor transit connection points, low rider capacity, and no direct connection to UCLA, which is essential because of the huge ridership demand expected there. Worst of all, the monorail alternatives are designed to operate, majority of the time, alongside the 405, which, during construction, can make the 405's terrible traffic even worse for years to come. What's more is that the monorails have a much smaller capacity, causing future problems if this will continue to be a major transit line. To expand capacity to reach that of the heavy rail, millions more dollars will need to be invested, making the monorail's cost advantages miniscule.

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					On the other hand, heavy rail has everything the monorail has and more. It has a direct connection to UCLA and does not impact the 405 during construction. Even if the heavy rail needs to gain a greater capacity in the future, the stations can accommodate for it right away without further construction and cost. It's clear that the heavy rail alternatives are the right way to go.
	west hollywood	90046	No	1/29/2022	The project should not be a monorail. It should be a world-class underground rail line that would be far more popular and useful to Los Angeles County residents than a monorail system.
		90037, 90024	No	1/29/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Van Nuys	91405-4901	No	1/29/2022	I am one of the newest members of the Van Nuys Neighborhood Council (VNNC) and write to you as a private citizen today. I am extremely excited about this project and all of the projects happening around Greater Los Angeles. I have been following projects since the construction of the Red Line in 1990. I have a good understanding of some of the issues with regards to aerial rail as I lived in Vancouver, BC (Canada) for 10 years from 2006-2016. The upside to an aerial line is for the rider who has the opportunity to enjoy the view. There are many downsides, most importantly the visual and noise pollution that residents who live in its pathway must become accustomed. I strongly recommend an underground rail line. Although more expensive, it is the most efficient form of rail and there are less hidden costs. When you consider all of the hidden costs with the aerial rail, the people movers, the aerial bridges, the shuttle transportation, the costs can creep up and possibly be more costly than the underground rail. The San Fernando Valley has often been left behind when it comes to Public Transportation. In 1990, the Red Line was shortened (it was supposed to go further north and west to the Van Nuys area) due to mismanagement of construction funds. The alternatives that propose aerial to the Valley and underground in the city are shortchanging the needs of the Valley residents. We need rail that is underground, easy to access and quiet. I am suggesting Alternative #5 or #6. While six is the most direct and very appealing, it goes parallel to the East Valley Rail alternative. Alternative 5 gives an opportunity for parts of Sepulveda Blvd to have access to a rail line, with a stop at Sherman Way. Sherman way and Sepulveda is a wonderful place to have a rail stop and desperately needs redevelopment and access to public transportation. This alternative would complement the East Valley Rail, creating a loop for those who wish to go from Sherman Way and Sepulveda to the East Valley Line. They can easily go north to the hub at the Metro Link Station and switch to the East Valley Line going South. Alternative 5 does have 1 aerial portion at the terminus, but that shouldn't cause too much noise and goes through an industrial part of Van Nuys. My first choice is Alternative #5 and my second choice would be Alternative #6. If alternative #6 were to be developed, I would again suggest an AMENDMENT with a stop at Sherman Way/Van Nuys AND Victory or Burbank as there is a large community living in the neighbourhood who could easily walk to the station. I do understand there is a proposed stop at the G Line which is between Victory and Burbank. The terminus station at Saticoy to the G Line is a great distance which should be broken up with at a minimum of 1-2 stops in between. Thank you for the opportunity to share my comments. Very sincerely yours,
		91411	No	1/29/2022	The project is perfect, the only thing is that they have to improve the service, since for some reason, they come by late sometimes they don't come by or sometimes is two buses together, sometimes they are not exact in the schedule, mainly on weekends and I have to take an uber regularly, so I am paying for a service that is [very expensive] El proyecto es perfecto, solo que y lo ??nico es, que deber??an mejorar el servicio, ya que por alguna razon u otra, pasan tarde, aveces no pasan o aveces pasan dos autobuses juntos, aveces no son exactos con el horario, principalmente los fines de semana y por lo regular tengo que tomar Uber, entonces para que estoy pagando por un servicio que es P?âSIMO.
	Los Angeles	90041	No	1/29/2022	I think that proposals 4 or 5 are the best options for the sepulveda corridor, but honestly any option that includes heavy rail is preferable to a monorail option. when considering capacity, possibility for expansion, and connections to other transit lines, all the monorail options are unrealistic and ignorant. Where as the heavy rail proposals are considerably more realistic and beneficial for the overall impact of the sepulveda corridor.
	Sherman Oaks		No	1/29/2022	To whom it may concern, I am a mother of two who lives in Sherman Oaks for 8 years. I have always loved and enjoyed living in this quiet neighborhood. I read about Sherman Oaks as being one of the four potential transit proposals and I am extremely concerned. I go to work taking 405 freeway through Sepulveda. Traffic is already worse during peak hours; sometimes much worse during rainy season when the traffic has to be re-directed due to potential flood in Sepulveda Basin. Having a major construction, such as building a Metro train rail, will further exacerbate the already worsened traffic, especially it will take years to complete the project. Please reconsider your plan of building a rail in Sherman Oaks and thank you for taking the time to read this letter.
			No	1/29/2022	To Whom It May Concern: I would like to see Alternative One be implemented for the following reasons: it seems cheaper to me to build over existing right-of-way and infrastructure than to tunnel through the SM Mountains it would be conspicuously faster for traffic-jammed 405 commuters to see and contemplate as an alternative to sitting in their cars going slower it connects to cultural, educational, and commercial areas (Getty, UCLA with electric bus, and Wilshire Blvd) that would be meaningful for people to access without a car it covers new ground to open access to transit instead of covering the same ground that other projects will cover (LRT of North SF Valley)
	Queen Creek	85142	No	1/29/2022	What I would like to see would be Option 1, 2, or 3, although I see no reason to take monorail underground. All options except monorail seem to be overly expensive to construct and certainly much longer time will be required to complete them. When the ability of monorail guideway components to be fabricated off site, trucked to the site, and erected during non-peak hours is considered, I can't believe anyone would choose an option that requires so much more infrastructure to be constructed or materials (concrete and steel) to be used while also extending the build time by three or four times more than it would take to build a monorail system's guideway. Further, the intermodal connection for the UCLA connector is a perfect opportunity to use monorail as well, since a smaller, circulator system would be ideal for moving the smaller ridership around the UCLA campus. Monorail can climb steeper grades, use a narrower right of way, and make tighter turns than most other forms of light rail or heavy rail all while avoiding the need to dig a massive tunnel through the mountains or clear more roadway space for a dedicated rail line alongside the 405.
			No	1/29/2022	Hi Metro Team, First of all - thank you for embarking on this project, it has the potential to really change our city and I appreciate all the work that has gone into this/will go into this. I think any of the heavy rail options are the way to go given the high potential user base of this line and potential future investments. I think option 6 is the best way to go, but it would be awesome if it could have a stop @ The Getty Center (though not sure how feasible it is). Having a stop at The Getty Center (while keeping the heavy rail) would be amazing for people like myself who also want to use the train line to explore the wonderful options that our city has to offer. But if the options are between heavy rail and The Getty Center, go with heavy rail. Thank you again - hope this helps. Let me know if you have any questions.
	La Quinta	92253	No	1/29/2022	It's time for a monorail!

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	Los Angeles	90024	No	1/29/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
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	Los Angeles	90024	No	1/29/2022	Please add a stop at UCLA, whether on campus or in Westwood. As a student, I frequently use the bus system and rely on it, and would greatly benefit from a new route
		90650	No	1/29/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90027	No	1/29/2022	Let's do it.
	Northridge	91324	No	1/29/2022	I am a big supporter of solving problems along the 405. I personally find the Junction from the 405 north to the 101 west terribly dangerous. I am not a fan of toll use on the freeway. I feel our country, state, and county has way too much inequality and people of all income levels should be encouraged to use public transport and/or ride-sharing. I personally have used both metro and commuter buses at times to get from the SF valley to either the westside (inc. ucla) or to Cedars-area, but did feel for those who had to during the covid era. I think the covid era highlights the need for planning for many uncertainties in our transportation future. Of the alternatives listed I favor monorail, alt. 2 and alt. 3. I like electric buses, but the streets can be fairly clogged around ucla. If research shows alt 1 to work for the roads on the westside, I am fine with that, especially if it is less expensive. I am also fine with more microbuses over the hill. Thank you for your efforts in making a public transportation system (including the freeway) that really serves all the public (all social classes) Thank you,
		90210	No	1/29/2022	dont build a monorail
			No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to

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	Torrance	90503	No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	91344	No	1/30/2022	No monorail defunct system that feels like a theme park ride not transit option, also having to transfer to an APM/Bus would be a hassle and kill ridership. I like heavy rail alt 6 the best all underground. Good stops straight route. I wish it would be self driving but still have metro workers on the train being a safety observers/answering questions. I hope for short headways and late night trains. I think it would be a good idea to add parking building in the valley so some people can commute and take transit for 60% of there ride. Similar to bart.
		32081	No	1/30/2022	Monorail is the least destructive for the environment, heavy rail maybe the most destructive. Other countries (Japan, China) are making monorail work in areas like this. One concern with monorail is standardization, maintaining commonality with another system (such as Las Vegas or Bombardier) will help to reduce costs and improve availability. Monorail can manage grades better than steel rails, reducing costs for grading/cuts/fills.

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	Woodland Hills	91364	No	1/30/2022	I support Alternative 2 of the project. I believe that is essential to have public transit from the Valley to the West side to help serve commuters and the students of UCLA. I believe that an above ground monorail would be the most cost effective and most iconic option. A monorail traveling this highly trafficked area would likely even boost tourism in the area. Thank you for taking the time to listen to public comment and working so hard on this important project!
		90027	No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	1/30/2022	I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key

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	Los Angeles	90046	No	1/30/2022	To Whom It May Concern, I am submitting a public comment to say. Please don't build the monorail! Instead build one of the Heavy Rail alternatives that tunnels under the mountains.
	Los Angeles	90095	No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Los Angeles	90024	No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91344	No	1/30/2022	It is currently nearly unthinkable to go to the West Side. To go to an appointment in Santa Monica on SM and Seventh would take over 3 hours. Getting to UCLA is almost as bad. So all your efforts to make Sepulveda a true transit corridor that gives Valleyites real access is great.
		89074	No	1/30/2022	I would love to see a monorail considered for this project.
		90211	No	1/30/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to

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		90004	No	1/30/2022	I would like to see this project a reality! Hey but also red lines busses need to come back! We need to get to our jobs on time and FASTER, also of you charging now you should clean every bus stop on special areas where homeless make them a disaster and put more lights!
			No	1/30/2022	We require/demand/need/want all freeways to have central rail, the 405 absolutely needs more lanes, is double deckering not possible even if they streel? The 105e needs to exoent to the 57,the 710n needs to connect to 210, the 2 needs to connect to the 101 from the 5, the 15 and 5 to Vegas and SF absooneeds more lanes, there's nothing but desert out there, please focus on the future green c line to not end at torran e but extend to long beach Thank you
	Van Nuys	91401	No	1/30/2022	What I like about Alternatives is alternatives one through three have a stop for the Getty Center, but this doesn't justify going with the monorail for three reasons: cost, safety, and capacity. The cost of maintaining monorail will not be optimal for the valley and the city due to the rail and cars being different from what the rest of the Metro Rail system uses for their subways and LRTs. This would mean longer times for peak hour trips and also set the ground for a possible service disruption if one of the monorail cars were to be knocked out of commission. These two things would offset any monetary savings that the monorail may have. The safety issues related to the monorail can be reduced to two reasons: placement and type of rail. The monorails will be in the middle of the 405, which means people will be in the middle of the freeway exposed to large amounts of greenhouse gases and noises which are bound to create health issues for future riders. This also has the extra issues of making the monorail lave long transfer times to other lines when it's built, with some estimates being at 3-9 minutes for places like the Expo/Sepulveda Station and the G Line Van Nuys Station, which serve a large number of riders. In addition, any emergency that may occur in these monorail cars will be worsened because riders won't have anywhere to be able to evacuate in the event they need to due to most monorails being so thin that they don't have an emergency walkway, which will leave them at the mercy of emergency train cats and other vehicles that may take too long to respond to these emergencies. Capacity is also another issue. The monorail capacity listed in the project page lists that each monorail train will have six cars per train, each one being able to carry 76-79 people. Assuming each car will carry 79 people, each train will be capped at 474 passengers maximum for only a 30 second advantage over the automated heavy rail, which will be able to carry 510 passengers since each car will be able to carry 170 people and each train will have three cars. This number begins to stand out more assuming the cars will only be able to carry 76 passengers, where the maximum amount of passengers that the monorail would be able to carry at maximum 456 people. To make sure this project has little issues and delivers on its promise to get cars off the 405, I would suggest Metro go with a modified Alternative 4 or 5 that includes a stop at the Getty Center due to many of the people who live in the valley being unable to access it due to the 405's gridlock. In addition, I would also suggest constructing rail guards to prevent people from falling into the tracks in light of the recent incident that occurred in NYC where a woman was pushed to her death in a station without protective measures.

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	Los Angeles	90025	No	1/30/2022	I am writing in support of Alternative 5. I believe the Sepulveda Line has the potential to solve a ton of LA's problems. But it will only work if it is easy to use. The monorail alternatives will not be easy to use. The stations along the 405, as opposed to Sepulveda or Van Nuys, are not useful. The necessary walks from the stations to streets with businesses, etc., and the ugly stations next to/above the freeway and it's ramp, will be embarrassing. More importantly, the monorail does not have the capacity to make this a TRANSFORMATIVE project. Best case scenario, the congestion on the freeways will turn into dangerous and overcrowded stations and platforms. In addition, an underground UCLA and Wilshire/Westwood station is necessary for this project to achieve its potential. Alternatives 4 and 5 use the heavy rail technology to really move Angelenos. I believe it could meaningfully reduce traffic and pollution. I prefer 5 because I believe the underground stations will be better for the Valley. (See above comments about embarrassing freeway adjacent stations.) Wealthy homeowners and lobbyists will tell you to support the monorail. They will say tunneling is too dangerous and their home values will decrease. Both of these are meaningless. They're willing to put up with congestion and pollution so that their homes won't lose a few percentage points of value. If they were really honest, they'd say their neighborhoods should be "exclusive." (Ie: Beverly Hills and the Purple Line. The Ross decision that still plagues this City, nearly 40 years later.) Don't buy it. You have an opportunity to permanently transform LA for the better. For everyone; including those shortsighted homeowners. Metro, DO NOT HALF ASS THIS. A successful Sepulveda Line is necessary to fixing the Westside! We can transform LA into a world class transit city, and finally unite the Westside and the Valley (a lifetime dream of mine.) Or we can half ass it and build a multi billion dollar eyesore monorail that no one will use. It would be a constant reminder of how this city failed to meet the moment. Choose alternative 5. Meet the moment.
		91406	Merged Document	1/30/2022	The EIR should study the visual, noise, and shade and shadow impacts of Alternatives 1-3 on the homes adjacent to the 405 between Vanowen and Sherman Way, Emek Hebrew Academy, and Teichman Family Magnolia Park. It should also study the visual, noise, and shade and shadow impacts of Alternative 3 on Leo Baeck Temple and on the Los Angeles National Cemetery, especially the Geranium Circle.
	Los Angeles	9007	No	1/31/2022	Whatever is done SHOULD NOT BE A MONORAIL. Monorail will make an inefficient and costly transport option which will cause many problems. Any system should not utilize monorail as an option and instead use heavy rail. This will be more efficient and as a plus will not cause more traffic on the 405 during construction. I think OPTION 5 is the best proposal. 4 and 6 are also good, but for no reason should monorail be considered.

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	Los Angeles	90025	No	1/31/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90059	No	1/31/2022	Why exactly are any monorail alternatives being considered aside from bribing politicians? BYD's numbers are a lie for what they're actually meant to build meaning we the taxpayers will get stuck with a huge bill for something that won't work (which apparently Mayor Garcetti has not learned from, or more accurately doesn't care about, seeing as BYD is the same company that built electric buses for Metro that were discontinued after only 5 months due to mechanical problems) and none of the proposed alternatives using monorail do not properly address the capacity that will be the UCLA station even with the tunnel option for an actual station. Although I'd rather Metro not use a P3 at all, Bechtel's alternatives 4 and 5 (whichever would serve the line better, NOT which one would be cheaper or easier to appease Sherman Oaks with) would serve as a better regional service than Metro's direct build alternative 6.
	Santa Monica	90401	No	1/31/2022	I really like alternatives 4 or 5. 1,2 and 3 are terrible and monorail should not be considered. I like that this will connect to the Expo and Purple lines. I like that 4 and 5 have good connections to UCLA and will be fast and go where people want to go. Also the stations connect well with other public transportation.
	Los Angeles	90025	No	1/31/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these

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					Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Ventura	93003	No	1/31/2022	While I prefer proposal #6, I do believe Angelenos and SoCal residents are more comfortable with aboveground transportation. Even a remotely scenic ride through the pass coming into the L.A. basin would be an experience.
			No	1/31/2022	1. As a resident of the Brentwood Glen, I/we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd Thank you for your consideration.
		90035	No	1/31/2022	Please don't build a monorail on Sepulveda pass. Option 4 or 5 would be the best for every stakeholder. Thank you!
		90049	No	1/31/2022	?Mr Peter Carter, We have lived in Brentwood Glen for more than 25years. We support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Combining the best aspects of Alternative 5 and 6 (whether automated or manned) would ensure the shortest seamless connection to the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 We urge any project include No Neighborhood Encroachment. California has a housing shortage. Taking almost all the multi family dwellings in our neighborhood is counter/intuitive. While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable

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					option. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods.
			No	1/31/2022	To Whom it may concern: Metro has the civic obligation to use smart urban plan ning objectives when designing a transit system. The designers and planners of the transit options need to study the implications of each concept on the betterment of the built environment and its impact on society. Only Alternative 6 addresses the Valley's growth in a positive manner. Alternative 4 is the opposite, if selected, the elevated trains will destroy the communities of Sherman Oaks, Encino and Van Nuys forever!. Alternative 6 is the better of the concepts but needs re fining . The Sepulveda Transit Corridor is a one - hundred - year project, so let's do it right from a city planning perspective. The subway (below ground heavy rail train) must run under Van Nuys Blvd. and it must stop at the Civic Center where it can link to two other Metro mass transit systems. The transit system should efficiently link up with the East San Fernando Valley Transit Corridor project and the Orange line busway while giving easy pedestrian access to the Civic Center . The next stop, at Van Nuys and Ventura, allows the heart of Sherman Oaks' commercial area to expand in all four directions. Here is where housing, commercial and office functions can together establish a true urban core. Meanwhile, with a stop at the Civic Center, people in the South Valley can commute to Van Nuys for Federal, State and City business. This would also foster major development opportunities in Van Nuys going north from Oxnard continuing past Victory. The Valley is almost 2 million people yet there is no civic/commercial heart. San Francisco is less than 1 million, Portland, Oregon is less than 700,000 and Seattle is less than 800,000. They all have impressive commercial cores, the San Fernando Valley does not. If the regional transportation and traffic issues are to be even somewhat resolved, the traffic over the Sepulveda Pass has to be meaningfully reduced. That can only be achieved by building sufficient Class A office space in the East Valley, specifically in Van Nuys Civic Center where potentially there would be three mass transit systems linking it to the rest of Greater Los Angeles. This is not the time to thoughtlessly miss a golden opportunity for truly smart urban planning. Plan not just to get to UCLA and the airport, plan for everyone, plan for the citizens, plan for the future. I am writing as an individual. However, my current civic volunteer work includes the Sherman Oaks Neighborhood Council PLUM Committee and the Sherman Oaks Vision Committee since 2012. Over these years we have studied ways to accept the coming increase in density and growth as a means to make Sherman Oaks a greener, more walkable and a more livable community.
	Los Angeles	90034	No	1/31/2022	Please Please Please do NOT build the monorail. Don't waste any more money on this option. Heavy rail underground please.
	Los Angeles	90077	No	1/31/2022	Very supportive of the tunneling option, even under Bel Air. As a resident of the neighborhood, I realize the substantial regional benefit of this project and the improvement to the quality of life for thousands of LA county citizens, both in terms of less time spent in traffic, better connectivity and less air pollution and noise. Deep tunnels, such as the ones proposed for this project, have essentially 0 impact on the quality of life and property values for those who live above, and I'm sorry the neighborhood association is adopting such an unreasonable stance towards this project.
		90019	No	1/31/2022	After reviewing all the options, I think that one of the heavy rail lines, NOT MONORAIL, is by FAR the best option. Bechtel is transparent with their costs while BYD is intentionally hiding theirs. Bechtel can operate on faster headways with higher capacity for what is being sold while BYD is doing the opposite. Going with the BYD Monorail would be a disaster for LA and would underserve the communities that desperately need this infrastructure.
	Los Angeles	90024	No	1/31/2022	Hello, I am writing to you in strong support of the heavy rail concepts (options 4, 5, and 6) in the Sepulveda transit corridor study. These options offer the best opportunity to carry the maximum amount of individuals through the corridor of any options presented and quite critically, would connect the transit corridor efficiently to existing and future transit such as the Purple line, enabling further transit connections and enhancing the utility of the project. Additionally, heavy rail would connect effectively to the UCLA campus, a major jobs center and destination in the area. Monorail options would do none of these and lead to significantly less than possible ridership.

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		90024	No	1/31/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90005	No	1/31/2022	I am urging Metro to please DO NOT consider any monorail option for the Sepulveda Line. Not only is the concept not fully fleshed out and incorrect by BYD. Heavy rail is the only feasible and financially stable option, and will limit construction interference with surrounding neighborhoods (despite what the Bel Air community council says).
			No	1/31/2022	I'm a resident of the San Gabriel Valley, and I'm emailing to express my support for Alternatives 4 and 5 for the proposed Sepulveda Transit Corridor Project. I attended one of the public scoping meetings, and decided to comment via email to better organize my thoughts. One of the principal strengths of public transit is its ability to effectively serve dense communities with a large proportion of non-drivers. Alternatives 1 and 2, which lack a direct rail stop at UCLA, are non-starters and should be disregarded. When it comes to the choice of mode, heavy rail is the only option capable of providing the capacities and speeds that will best serve the LA region not only when the project opens, but decades into the future as the region grows. The monorail alternatives travel more slowly and cannot have their capacity increased to the same degree as the heavy rail alternatives. Additionally, selecting a monorail alternative would preclude all possibility of network reconfiguration in the future. As the LA region grows and changes, its transit needs may change as well, and it may be beneficial to preserve the ability to reconfigure Metro Rail lines in the future. This is being done today with the Regional Connector: the L line will cease to exist, and will be reconfigured to extend the A and E lines. Selecting the same mode does not alone ensure reconfigurability, but it is a necessary first step, and Alternatives 1, 2, and 3 will be fundamentally incompatible with the Metro HRT network. A monorail system would also have entirely unique maintenance requirements compared to the existing network, preventing Metro from benefitting from economies of scale. Alternative 6, while a heavy-rail alignment, makes use of outdated technology which results in lower capacity, lower frequency, and likely higher operating costs compared to Alternatives 4 and 5. As a new, entirely grade-separated line, the Sepulveda Transit Corridor is an ideal candidate for automation. This can serve the LA region as a sort of 'pilot program' to determine if the conversion of other lines to automated rail would be a cost-effective improvement. I comment on parking only because the issue was raised previously at a public scoping meeting. Providing extensive parking at Metro stations should not be a priority of this project. The purpose of a public transit system is to get people out of their cars and into a more sustainable form of transit that ensures public spaces can be cleaner, quieter, and more pedestrian-friendly. Every parcel of land near a Metro station taken up by parking comes with an enormous opportunity cost; these are ideal locations for dense, walkable neighborhoods, transit-friendly housing, and businesses that will thrive from being so well-connected to the LA transit network. Metro riders can walk, bike, or take the bus to Metro rail stations. the Metro should serve to reduce car dependency in the LA region, not reinforce it. The questions that I believe should be answered by the study of alternatives include: To what extent are Alternatives 4 and 5 compatible with the existing Metro HRT network? To what extent can low-cost alterations make it compatible? Accounting for overhead costs of automation, is the automated system expected to reduce operating costs per passenger-mile? If the automated system proves to be a cost-effective alternative to operator-driven trains, could that technology be implemented on existing Metro lines in the future? Are there opportunities to speed up the schedule and/or reduce the cost of the project by utilizing cut-and-cover methods or other cost-saving measures to construct lines and stations?If so, how can Metro effectively communicate to impacted communities that the resulting disruption, while admittedly greater in scale, will be shorter in length

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					compared to “less disruptive” methods? There was much talk at the public scoping meeting regarding the aerial (alternative 4) versus underground (alternative 5) alignment along Sepulveda Blvd north of Ventura Blvd, with some for and some against the aerial alignment. Facts on this topic were limited, and there was a clear concern for the aesthetics of the streetscape.How would an aerial alignment actually affect the streetscape? Aside from cost reduction, are there any positives (perhaps shade) for the aerial alignment? Quick, easy transfers are a key to a high-quality transit system. How well will the aerial vs underground alignments facilitate transfers with the G line, both in its current form as BRT and in the future as light rail? Thank you for your time and dedication to this project and to improving mass transit in the LA region. If any of the statements or assumptions I’ve made are inaccurate, I’d love to be corrected. I look forward to hearing more about the project in the future. My comments are my own and I do not represent the opinion of the California Institute of Technology.
	Los Angeles	90024	No	1/31/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91411	No	1/31/2022	I wish the Sepulveda Transit Corridor Project becomes a reality as soon as possible. It would be amazing to have more options to commute and be able to not drive so much.

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			No	1/31/2022	Re: Concern on the Future Sepulveda Transit Corridor Project Dear Program Manager: I am writing you to express my concern for the future development of the Sepulveda Transit Corridor Project. IMT Residential is a Sherman Oaks, CA-based privately-held developer, manager, and owner of multi-family residential communities. The company currently has over 17,000 residential units in nine U.S. states. Our corporate office is located at 15303 Ventura Boulevard in the Sherman Oaks Galleria, and my office overlooks Sepulveda Boulevard. As a developer in the San Fernando Valley, IMT Residential has delivered or is in the process of delivering 745 apartment units on Sepulveda Boulevard. 4410 Sepulveda – 31 units 4827 Sepulveda – 325 units 5700 Sepulveda – 131 units 6500 Sepulveda – 160 units 6940 Sepulveda – 98 units My concern is for the more than 1,000 residents that live in our communities on Sepulveda Boulevard and 106 employees that work in our office on Sepulveda Boulevard. I urge the Metro Board to STOP studying the unacceptabl e alternative 4 elevated concept. The elevated heavy rail trains will impact our residents and employees with excessive noise, loss of privacy, and increased traffic congestion on Sepulveda Boulevard, which is already an issue. I understand the need and support for high-quality public transportation in Los Angeles, including Sherman Oaks and the San Fernando Valley, which is why the Metro Board should study the other alternatives. The fully underground and monorail concepts will provide passengers with fast and safe travel times with the least impact on Sherman Oaks, Van Nuys, and Sepulveda Boulevard residents. I support the efforts of the Los Angeles County Metropolitan Transportation Authority as they seek the best, least impactful transit project to connect the San Fernando Valley to the Westside of Los Angeles.
		90034	No	1/31/2022	I support Metro's investment in local and regional rail. I believe this is important to reduce traffic congestion and reduce carbon emissions. As a former UCLA student, I wish I was able to take public rail to directly to campus Additionally I believe Metro should look long term and invest in a heavy rail that will accommodate future growth and ridership. What I suggest is Metro further consider alternatives 4-6
	Reseda	91335	No	1/31/2022	I think option 6 would provide the most needed access. Having a rail run on Sepulveda Blvd would not provide as much relief as a heavy rail would along Van Nuys Blvd. This option would also cause the least amount of traffic since it is all done underground and will not interfere with peoples daily lives as much both during construction and during rail operation.
			No	1/31/2022	Hi Metro, Please drop the monorail options from further consideration along the Sepulveda Corridor. I don't understand why they are even under consideration. I can't think of a monorail/ people-mover outside of something like the system in Downtown Miami or airports in the US. There are no comparison projects to base these proposals, for a 9-mile corridor, off of. Is Metro considering monorail as a sop to Bel Air homeowners already preparing to sue to prevent tunnelling hundreds of feet below their palatial mansions? To appease the Sherman Oaks Homeowners' Association? Please save us time and money that could offset cost overruns and delays on other projects (Regional Connector, Crenshaw Line, West Santa Ana Branch) and focus on the subway options. Thank you.
	Los Angeles	90024	No	2/1/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90024	No	2/1/2022	This line must have an adequate connection to the UCLA campus. The monorail proposals provide UCLA/station shuttles through already gridlocked Westwood streets. These monorail proposals are completely unacceptable. Only the heavy rail proposals--all of which feature a centrally located UCLA campus stop--are acceptable. I

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					prefer connecting the heavy rail line to the Sepulveda E line station rather than the Bundy E line Station, but all of the heavy rail proposals are acceptable. All of the monorail proposals are unacceptable.
	Los Angeles	90049	No	2/1/2022	I would like to strongly urge LA Metro to only consider alternatives that connect directly to the UCLA campus, and have a seamless connection with the Purple Line. I would also like to urge against placing any station adjacent to or in the middle of a freeway. I'm sure I don't need to emphasize to you how important of a project this is to our region, and that LA deserves a transit project done right, especially having voted for Measure M with the expectation that LA Metro would follow through on its goals to build a world class transportation system. Nobody wants to exit or enter a train right next to one of the busiest freeways in the nation, and connecting to destinations that people actually want to go (such as UCLA and the heart of Westwood Village) will ensure that transit is utilized to its full potential. This line should also be looked at holistically as part of the wider rail system, and thus connecting to the Purple Line is a must to ensure that we have an interconnected rail system that is convenient and equitable. Thanks you for taking the time to read this, and please get this project right for LA!
Valley Village Neighborhood Council			No	2/1/2022	Alternatives 1-3 involving a monorail line should not be pursued due to: 1. A third transit mode in addition to heavy rail and light rail will incur additional costs for maintenance yards and specialized repair technicians to keep them running. 2. Unlike with rail cars, monorails are difficult to switch from one track to another. 3. The pillars for an elevated monorail line would be at risk of falling down during an earthquake. 4. The passenger carrying capacity of the monorail cars is less than that of the heavy rail and light rail cars. In addition, Alternatives 1&2 involving a monorail line should not be pursued due to: 5. Because these two alternatives are right next to the 405 freeway the stations over the freeway will not be where the passengers are. Transit lines should be routed to serve high density centers rather than along freeways which are seldom next to dense centers. 6. Unless additional parking lots are provided, passengers driving to the stations over the freeway will have difficulty finding parking. The stations will be less accessible to the public. 7. Transit stations located in the medians of freeways or cantilevered above freeways are unpleasant places to wait for arriving trains or monorails due to the noise and the traffic fumes. 8. Alternatives 1&2 will bypass UCLA, a major destination that would attract many passengers. In addition, Alternative 3 involving a monorail line should not be pursued due to: 9. The elevated structure for it over Sepulveda Boulevard would be a visual blight, like the elevated rail lines in older east coast and midwest cities. 10. It would also add increased noise levels to Sepulveda Boulevard, lowering the quality of life for those living in multifamily residential buildings next to Sepulvda Boulevard. 11. It may remove traffic lanes and left turn lanes from Sepulveda Boulevard, increasing traffic congestion. 12 Because of the above listed impacts it is strongly opposed by the homeowners association for Sherman Oaks, other organizations and many individuals. Alternative 6 is the best alternative due to a high capacity heavy rail line that would be located under Van Nuys Boulevard which has a higher overall density of development than Sepulveda Boulevard. However the Ventura/ Sepulveda intersection is an exception to the lower levels of density along Sepulveda. Therefore, the EIR should analyze a variation of Alternative 6 with the route turning southwest from the Van Nuys/Oxnard station to serve the Ventura/Sepulveda intersection rather than the Ventura/Van Nuys intersection in order to determine which intersection would generate the highest ridership. If the Ventura/Sepulveda intersection with its high rise office buildings, a regional shopping center and adjoining multifamily residential development would generate the highest ridership, then the route for Alternative 6 should be revised to serve Ventura/Sepulveda. Valley Village Neighborhood Council
	Los Angeles	90025	No	2/1/2022	I live in one of the neighborhoods that would be served by the project, and I use public transit frequently (and will do so even more when the line is finished). The heavy rail options and alternative 4/5/6 are a much better idea than the monorail. The monorail really does not benefit anyone and will cause significant problems for a long time in terms of the construction impact. The monorail options seem designed to fail as a way to discourage transit in general.
	Los Angeles	90066	No	2/1/2022	As a student attending UCLA and living in Westwood, it would be immensely beneficial for this transit line to have a stop directly on campus. Navigating Los Angeles without a car is incredibly difficult, and the existing public transport leaves a lot to be desired when it comes to being able to travel quickly and inexpensively across the city.

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		91436	No	2/1/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Riverside	92507	No	2/1/2022	I strongly support alternatives 4 and 5 over all other alternatives. Alternatives 4 and 5 provide the best option for the corridor. They rely on proven technology from a company that has a long track record of delivering transit projects in the state of California (Bechtel was the prime contractor on the majority of the BART system). Automated medium capacity metro is the gold standard for new metro construction globally and has proven it's mettle around the world. I strongly advise against alternatives 1, 2 and 3. Monorail is uniquely poorly suited for such a high demand corridor. It's low capacity, slow, and less proven compared to automated metro systems. Furthermore, BYD has attempted to hide the true cost of their proposal through semantic tricks and confusing language. We shouldn't put such a high importance project in the hands of a company that needs to deceive its customer in order to be considered as an alternative. Lastly, BYD's proposals avoid (or mostly avoid) the highest potential revenue generators on the corridor, thereby limiting the usefulness of the delivered project under these alternatives.
		91505	No	2/1/2022	Sounds wonderful. The more transit infrastructure you build the more opportunities to ditch our cars we have. I hope the project will have real time tracking for the line as well as some reliable connections to shopping destinations.
		90025	No	2/1/2022	Only options 4, 5 and 6 for heavy rail make sense. Heavy rail is fast and will not become an eyesore like the other above the ground options. Additionally, it will set you up to hopefully one day extend the rail to LAX and then to John Wayne airport in Irvine. Regarding mobility, it is known that trains do not remove cars from the road. The preferred method of traveling in Los Angeles has been, remains, and will remain in the future: automobile. While building underground heavy rail tunnels, please build another toll tunnel for thru car traffic. An additional underground bike path would be a great benefit for humans who want to travel under their own power between the valley and the westside. Thank you.
	Los Angeles	90018	No	2/1/2022	Don't be fooled by NIMBY arguments against tunneling. The only legitimate option is heavy rail.
		94610	No	2/1/2022	Options 4,5 and 6 are the only rational ones possible. Leave the monorail for The Simpsons.
	Sunland	91040	No	2/1/2022	I wish to support the option of heavy rail connecting Van Nuys Blvd. and UCLA/Westwood Village directly. A novel new form of technology should not be introduced into Metro's system. As well, any form of aerial, two-track transit technology cannot be fully reliable in the wake of a serious earthquake, particularly where soil conditions are suspect. Finally, with a subway solution for the Sep Pass Corridor, there would/will be a substantial amount of passengers changing lines at the Westwood Village station. Particular design attention needs to be provided for the easiest way for passengers to change lines. A single set of escalators between platforms would result in a disaster during rush hours and substation numbers of regular commuters living in the SF Valley would just avoid using public transit to workplace access along the Wilshire Corridor.

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			No	2/1/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks		No	2/1/2022	I live in and adjacent neighborhood to the proposed raised rail track for Sepulveda Blvd. I am adamantly opposed to such a plan, as it would negatively impact real estate values, local ground traffic patterns, and the relative peace and tranquility of our quiet little neighborhood. NO ABOVE GROUND RAIL on Sepulveda Blvd.
		91605	No	2/1/2022	I would actually use it
	Los Angeles	90024-4341	No	2/1/2022	Dear Metro: I am a long-time homeowner and resident of Bel-Air. I also own several other investment rental Homes in Bel-Air. All of my properties are located between the East and West Gates and between Sunset Blvd. and Chalon Road. I understand Metro is considering tunneling beneath portions of Bel-Air in connection with the Sepulveda Transit Corridor Project. I know that Metro is seeking to build the Project for the general public good, and I have no problem with the concept. But disruption of homeowners and residents of Bel-Air for the public benefit is neither fair nor wise when other alternatives exist. The purpose of this communication is to clearly state my FIRM OPPOSITION to any tunneling under Bel-Air particularly between the East and West Gates and that Metro should consider other less invasive techniques to create the transit corridor. I understand that if Metro decides to tunnel beneath Bel-Air, it may seek easements and other rights from property owners. Please be advised that I have no intention of granting any such rights and that if Metro acts by way of eminent domain, I intend to take all appropriate action to protect the physical integrity and value of my properties from such actions including appropriate severance damages. For perspective, the gross value of my properties is well in excess of $100MM. Please feel free to keep me advised of the status of the Project.
		91403	No	2/1/2022	The Valley already has way too much noise!!!! We are assaulted day and night by excessive traffic from over-population, something that this project will NOT relieve despite naive assertions, as well as day and night air attacks from the irresponsible and unfettered growth of VNY and BUR. While I think the whole project is another enormous waste of money, the ONLY acceptable option is Alternative 6. We do NOT need more visual pollution and NOISE killing any semblance of quality of life in the Valley. NO MORE unsightly mechanical transport systems. Bury it or deny it.
			No	2/1/2022	To the metro board of directors. It has become increasingly clear that affluent and politically connected parties are gaining an ever-increasing power over the selection of metro projects. I am aware of the Bell Air homeowners association attempting to push their weight behind the monorail options of the Sepulveda Pass project. As I am sure you will agree the customer comes first and your costumers are the people that ride your trains and busses. We the users of metro would benefit from a heavy rail. Heavy rail would provide greater capacity, faster head ways, and most importantly better first/last mile connections than yet another freeway centric rail project. Evidence for this can be seen in the Green line being one of Metro's worst performing lines despite being fully grade separated and being one of the fastest. It simply does not take people near the destinations where they want to go due to the constraints it has being built in the median of a busy freeway. Alternative 6 in my opinion would be the best alternative as it would serve the Vannuys corridor, have a station at Sepulveda Blvd., the UCLA campus, and the EXPO Bundy station. I hope that the unrealistic BYD monorail option that include such pie in the sky ideas as an automated people mover or buss connection to the UCLA campus be excluded from any further consideration.

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	Van Nuys	91406	No	2/1/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Santa Monica	90405	No	2/2/2022	Please forget about the monorail options, and continue forward with a heavy rail version. It's also very unfortunate that the Sepulveda pass line and the East San Fernando Valley line will not be using the same rail technology, and thus cannot be connected into a single line. Penny-wise and pound foolish, making for a clunky future system. Please don't make a similar mistake by choosing to push a monorail option forward.
	Porter rancg	91326	No	2/2/2022	I think proposal #6 is best. It's the most direct route, and is faster and higher capacity than the monorail options. I would also be happy with #4 or #5 This is too important of a project to cheap out on. Let's get it right and go heavy-rail.
	Studio City	91604	No	2/2/2022	I support heavy rail over monorail. Out of the 6 alternative, I support alternatives 4 and 5. Here are some reasons. The monorail alternatives have significantly less capacity than the HRT alternatives as well as significantly longer run times over the mountains than HRT. I do not support BYD as a company and cite their previous endeavors as examples as why not to use them (electric bus model). Heavy rail has extremely better plans, stations, capacity, and tun times.

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	Los Angeles	90024	No	2/2/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Kansas City	64106	No	2/2/2022	The option for monorail with an aerial APM (automated people mover) to UCLA sounds like a great option to me. This is alternative 2. Not only would lots of college students have easy access to it, but it would demonstrate that monorail is a great method of getting around. This is because since a monorail rides up high in the air, it's a fun way to travel that offers a fantastic view of the surrounding scenery. Also monorails have the advantage that if emergency vehicles need to pass on the street below, it will never block the path of the emergency vehicle. Alternative 3 also sounds good because it involves an underground alignment between Getty Center and Wilshire Bl. This would make for an interesting alternative as to how transportation systems are configured. Monorails have been known to be a great environment transportation solution since they has a very low carbon footprint. Also existing monorails in cities such as Tokyo, Japan and Daegu, South Korea prove that they reliably get people to their destination and their failure rate is very low.
		92821	No	2/2/2022	heavy rail is ideal for both short term and long term benefits to the area. especially with the increase of passenger usage heavy rails allows for more ideal expansion.
		90020	No	2/2/2022	This project must include a stop at UCLA and the Getty. You will also have lawsuits from the Sherman Oaks and Bel-Air homeowners so maybe an entirely underground train might not be feasible. However, you also need to reduce the number of transfers from the Valley to UCLA. Too many transfers will just encourage people to continue to drive.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sincerely,
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I live in Sherman Oaks and work in Bel air. I need my car as I am constantly carrying cargo. This tunneling plan would horrendously impact every part of my life. I have seen every alternative offered by metro and they all impact negatively.
	Los Angeles	90049	No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.

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			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
	Los Angeles	90077	No	2/2/2022	I am a long-time resident of Bel-Air and I strongly oppose Metro's tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Bel Air is a quiet residential area that has a reservoir as well as a stream above and below ground level together with underground utilities. We do not want a Metro tunnel running underneath our properties.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. These are long established neighborhoods with people's communities at stake that should not be disrupted when there are cheaper and quicker options available along the existing 405 Freeway commercial route. Why destroy the neighborhoods and property values of so many people when it isn't necessary? We all want good public transport, but a scenario that envisions tunneling under valuable, residential, urban forest areas like Belair is so wrong.
	Los Angeles	90077	No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I live on Stone Canyon Road and I have been told there is an underground river below our street. Furthermore, the Stone Canyon Reservoir is above our street and constant vibrations of drilling and subway vibrations could undermine the reservoir dam. Stone Canyon has no sewers to divert water from reservoir runoff and storm water. I'm sure that would effect any underground drilling as well. As Bel Air residents we face the dangers of fires, mudslides and earthquakes. There are other viable options and less expensive that do not require tunneling under Bel-Air. Those options are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Why is tunneling under the 405 SEPULVEDA CORRIDOR NOT BEING CONSIDERED? Heavy rail subways are astronomically expensive, old technology and will be considered obsolete within the next few years. Plus our Bel Air hillsides and soil is decomposed granite, does not compact and is very fragile which can cause landslides and major collapse of homes if tunneling goes under our homes' foundations. An underground subway through Bel Air is not the type of transportation that should be considered. I say NO SUBWAY UNDER BEL AIR-PERIOD!
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
	Northridge	91326	No	2/2/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options

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					without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	2/2/2022	
	Los Angeles	90077	No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/2/2022	I am unable to open the NOP notice on your website and I am writing a comment letter now. I need a copy of the notice. I need this today. Other questions belocan be answered later if necessary. Has an environmental consultant been hired and if so which firm? If so, has an initial study been prepared or will it? I would like to receive the initial study. I did not see one on your web-site. If not, and you are expecting to go straight to an EIR, has any identification of any proposed individual property acquisitions would be required (whether tunneling or aerial for each of the designs(for stations, car maintenance, power station locations, etc) and if so have they been mapped or a list created by address or Assessor Parcel number?
			No	2/2/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.

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	Los Angeles	90024	No	2/3/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Culver City	90230	No	2/3/2022	Hello Metro, Please let is be know that I believe this project must be heavy rail and not monorail. We will short change future generations of Angelinos if we don't ensure that this project meets LA's current and future needs. The heavy rail options will already be a scalable option and most likely cheaper in the long run once longer trains / platforms are needed. This project will be a cornerstone project for the region and an incredible 'feather in the hat' from Metro. Please! Please, ensure that this is done correctly and as heavy rail regardless of alternative. Thanks
			No	2/3/2022	Hello, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Why put a tunnel under a residential community when there are cheaper and more viable alternatives.
			No	2/3/2022	I am a professional planner and I am on the Westside neighborhood council. I was frustrated they did not answer questions at the scoping meeting. I have not been able to download the notice of preparations for the project, I am trying to figure out what environmental issues are identified as being studied in the EIR, what consultants on board, if a initial study is going to be prepared, and if you are going to go straight to the EIR and most importantly I would like to see the novice that you sent and I get an error message when I try to download on the website. Since comments are due Friday and I have a board meeting a week from tomorrow and I have to present a letter to our board by the end of the day tomorrow I would really appreciate an answer as soon as possible
			No	2/3/2022	May I get more info on this project? Bel Air community is opposing some the ideas for the project.
			No	2/3/2022	Please stop studying alternative 4 for the Sepulveda Pass with elevated heavy rail trains running high above Sepulveda Boulevard in Valley. Alternative 4 will destroy Sherman Oaks forever.
			No	2/3/2022	Please stop studying Alt 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Blvd in the Valley. Alt 4 will destroy our property values and be a giant sore for Sherman Oaks. Los Angeles is not a public transportation city and we do not see the value in this metro.

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			No	2/3/2022	To Whom it May Concern I am a long-time homeowner and resident of Bel-Air. My family and I live on Stone Canyon Road which will be profoundly impacted should you choose to pursue options 4, 5 or 6 of the the Sepulveda Transit Corridor Project. While I know that Metro is seeking to build the Project to alleviate traffic congestion, Sepulveda Transit Corridor Project options 4, 5 and 6 are untenable as currently drafted for the following reasons: noise and vibration impacting homes, residents, hotel guests, and even wildlife in lower Stone Canyon as the subway rises to 38 feet on approach to the UCLA station; venting; the hazard of tunneling under Stone Canyon Road - a two mile long dead-end two lane street - without considering emergency service access in the event of a fire; loss of property values, etc. Tunneling through a high density residential neighborhood in a high fire zone , near or under two earthen reservoirs , in a flood plain and liquefaction zone without considering the egregious consequences to one of the most pristine residential neighborhoods in Los Angeles makes no sense. I urge you to consider other options - including re-routing the subway down Beverly Glen Boulevard or under the 405 freeway to accomplish your goals. The purpose of this communication is to clearly state my FIRM OPPOSITION to any tunneling under Bel-Air and to encourage Metro to consider other less devastating, less expensive common-sense options in creating the transit corridor. I understand that if Metro decides to tunnel beneath Bel-Air, it may seek easements and other rights from property owners. Please be advised that I have no intention of granting any such rights and that if Metro acts by way of eminent domain, I intend to take all appropriate action to protect the physical integrity and value of my property from such actions including appropriate severance damages. Please feel free to keep me advised of the status of the Project.
			No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. You will ruin our lives, destroy our health and environment if you build under our homes! Sincerely,
			No	2/3/2022	To Whom it May Concern I am a long-time homeowner and resident of Bel-Air. My family and I live on Stone Canyon Road which will be profoundly impacted should you choose to pursue options 4, 5, or 6 of the the Sepulveda Transit Corridor Project. While I know that Metro is seeking to build the Project to alleviate traffic congestion, Sepulveda Transit Corridor Project options 4, 5, and 6 are untenable as currently drafted for the following reasons: noise and vibration impacting homes, residents, hotel guests, and even wildlife in lower Stone Canyon as the subway rises to 38 feet on approach to the UCLA station; venting; the hazard of tunneling under Stone Canyon Road - a two mile long dead-end two lane street - without considering emergency service access in the event of a fire; loss of property values, etc. Tunneling through a high density residential neighborhood in a high fire zone , near or under two earthen reservoirs , in a flood plain and liquefaction zone without considering the egregious consequences to one of the most pristine residential neighborhoods in Los Angeles makes no sense. I urge you to consider other options - including re-routing the subway down Beverly Glen Boulevard or under the 405 freeway to accomplish your goals. The purpose of this communication is to clearly state my FIRM OPPOSITION to any tunneling under Bel-Air and to encourage Metro to consider other less devastating, less expensive common-sense options in creating the transit corridor. I understand that if Metro decides to tunnel beneath Bel-Air, it may seek easements and other rights from property owners. Please be advised that I have no intention of granting any such rights and that if Metro acts by way of eminent domain, I intend to take all appropriate action to protect the physical integrity and value of my property from such actions including appropriate severance damages. Please feel free to keep me advised of the status of the Project.
	Los Angeles	90025	No	2/3/2022	Freeway median/adjacent transit doesn't work - not with rail or bus. Look at the green line and silver lines. The Silver line even runs parallel to the busiest Metro local bus line on Vermont and still sucks. Metro recently proposed studying extending the proposed Vermont BRT/LRT beyond 120th down to PCH where the Silver line already goes. This is Metro basically admitting that freeway median transit sucks. Why do it here and expect anything different? Because the sheer demand for an alternative to the 405 will get ridership anyway? The only individuals that will ride the freeway median/adjacent monorail are existing Metro riders, either bus or rail, because they would likely tolerate the freeway noise at the stations more than new Metro customers. The goal is to get new Metro riders and people out of their cars - not transfer them from bus to rail like the Expo line mostly does. Not to mention, freeway median stops would likely mean a handful of moving walkways (or just a normal walk) from the station to the desired cross street intersection i.e. Venice and Sepulveda for example. Very undesirable. A fast, below ground subway with station locations at dense locations where it is needed most is the way to get people out of their cars, the best way to stimulate TODs and the best way to reduce carbon footprint.
City of Santa Monica			No	2/3/2022	To whom it may concern: The City of Santa Monica is supportive of the Sepulveda Transit Corridor project as it will provide a fast and reliable alternative to traffic on the 405. Regardless of the mode or alignment selected, to enhance the utility of this project now and in the future, we would like to see this project extended to include a southern terminus station at the site of the Santa Monica Airport. Presently, this area contains a mix of uses including the Santa Monica Business Park, the Santa Monica College Bundy Campus, restaurants and housing. In the future, when the Santa Monica Airport closes in 2028, the site is envisioned to be transformed into a large regional park, with the potential for some associated development if approved by the community. This new park will represent a strong regional draw, especially when coupled with the existing lang uses. If not feasible to accommodate this station at the present, we hope that future extensions of this project will include the requested station. Please let me know if I can provide any further information.
	Lynwood	90262	No	2/3/2022	Option 4 or 5 are the real options for all riders that also provides the needed rider headways and capacity and doesn't compromise on the promise of connecting the valley to the west side and connecting to UCLA and leverages existing investments of the future purple line and the Expo line as well.
			No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.

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		911403	No	2/3/2022	You need to stop studying this ridiculous alternative 4 for the sepulveda pass with elevated heavy rail trains 20 to 40 feet above the Sepulveda Blvd in the valley. The alternative 4 will destroy Sherman Oaks forever. We will have huge trains running every 45 seconds, no privacy or peace not to mention what we've you're just bringing more kind of crime in the area with a Metro train and all that stuff. You're destroying our air quality and not to mention the noise and everything. It is going to affect our privacy and our peace of mind. I am two blocks from the Sepulveda and the air quality, the noise bringing down our home values, nobody wants to be moving towards being on top of a stupid train. Worst traffic will be having on Sepulveda, a construction nightmare for years, destroying our property value. This is also 20-40 feet above the street the columns are going to block our traffic lines, noise will travel for 1 and a half miles. We have enough traffic with airplanes coming from van nuys airport over our neighborhood. Not to mention the air quality and the noise and peace of mind and safety. The ugly lid above the Sepulveda pass for 5 miles just will be no need. It is going to ruin our community. You are talking about a 50 foot tunnel into the hillside. You probably weren't around when we had the '94 quake in this area, the Sherman Oaks gallery and right at venture and sepulveda was damaged so severely they had to take the whole shopping mall down. The whole area is just really a one of the earth place figures, and this is a stupid place to do this and so please get rid of what you are thinking about doing and go put it somewhere else because you are just asking for trouble with what you are thinking about doing because mother nature is going to come along and just destroy the whole thing. And I just hope you just come to your senses and just stop this.
			No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. I am vehemently opposed to this alternative personally.
	Los Angeles	90025	No	2/3/2022	We need heavy rail for the Sepulveda corridor. Monorail isn't enough. We need to think long term about this. Please seriously consider heavy rail
	Sherman Oaks	91403	No	2/3/2022	No to 4. Yes to 5 I think that most would agree that it is time for us to address transportation from the valley to the west side. The issue at hand is which mode works best. It is widely known that the 101/405 is one if not the most congested intersection in LA. The only other intersection that is as bad is the intersection of Ventura blvd and Sepulveda in Sherman oaks. This creates total gridlock at this intersection and is due in part from this being one of the only two entrances to the 405 south in Encino and Sherman oaks. It can take up to 30 minutes to travel one block to get through the intersection. This brings up two issues with any above ground option. The removal of a lane of traffic along Sepulveda and the ability to push more people/traffic through this intersection to service the first stop in and out of the valley. To me, this is why we desire to extend the tunnel further into the valley. Any above ground option will only make this situation worse.
	Los Angeles	90046	No	2/3/2022	Metro should only be seriously considering heavy rail options that tunnel through the mountains. The monorail is truly a joke of an option when it comes to what the city needs. While monorail is cool and flashy looking (when you see it passing you by on the parking lot that is the 405), it won't meet the daily needs of Angelenos who just want to move around the city. The heavy rail tunnel options will better serve higher capacities and with faster end to end times. As a UCLA alum, I would have LOVED to have a metro station directly on campus to explore the city. That is a necessary piece of the puzzle as well, given how many students, faculty, employees, fans, and tourists would make use of that station.
	Torrance	90503	No	2/3/2022	I oppose the monorail. Alternatives that can support larger passenger volumes are needed, such as heavy rail. There also needs to be a stop at UCLA to connect students to the surrounding areas without the need to bring their cars into the region.
	Torrance	90503	No	2/3/2022	What I suggest is doing something like a heavy rail as opposed to the monorail. There are higher passenger volumes with the heavy rail that I think could be more beneficial to the community. I also suggest adding a stop at UCLA.
	Los Angeles	90006	No	2/3/2022	What I like are alternative routes 4-6. We need heavy rail transit, not a monorial. Monorails are scams and we have a big population where it would require frequent transit. Please don't choose Monorails.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Arleta	91331	No	2/3/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Also, with the increasing prices of parking fees that UCLA makes their employees pay out of pocket.. it would be extremely helpful to have this mode of transportation available so we can save money on the cost of parking. UCLA offers an annual salary increase of 3% (thanks to our union!) but I feel it doesn't make a difference whatsoever as all the prices go up along with it. So, I would deeply and sincerely appreciate it if this project came into fruition. It would impact so many UCLA workers that live in the valley and be extremely helpful to better our lives and commute. Thank you so much for your time!
	Los Angeles	90049	No	2/3/2022	I would like to register my deep opposition to BYD's monorail alternatives; the heavy-rail alternatives, particularly the Bechtel PPP options, are much more in tune with the needs of the city. First and foremost is the issue of capacity. While the monorail alternatives state a higher maximum capacity, this is only possible if Metro ends up spending significant amounts of money on station expansions. The Bechtel alternatives, on the other hand are essentially one-and-done; capacity can be increased without increased station buildout. Secondly, the heavy rail alternatives provided by Bechtel offer the potential for dramatically lower headways, headways as low as 90 seconds. Reducing time between trains increases flexibility for riders, and reduces effective commute times, as one does not need to waste time waiting for a train. With 90 second headways, one does not need to plan their schedule around train timetables, one needs to only show up. Flexibility is one of the key advantages of car ownership: you can leave a place whenever you'd like. Low headways reduce this advantage, and make transit significantly more competitive with auto ownership. Finally, given rising geopolitical tensions with the People's Republic of China, using a Chinese contractor with deep ties to the Chinese Communist Party poses significant risks. As tensions rise, there is a potential for federal government interference, whether through tariffs, sanctions, or other means, that could lead to significant delays and project overruns. Additionally, justified or not, many will be concerned over the prospect of putting a piece of critical infrastructure in the hands of a foreign company, with ties to an possible adversary nation. Bechtel, on the other hand, poses no such risks. The people of Los Angeles are in desperate need for an alternative to driving down the ever-congested 405, and a rail option is long overdue. This is a once in a generation opportunity, and must be done right. Bechtel's heavy rail alternatives provide for greater capacity without the need to further mine stations, provide for faster capacity, and are a less risky option, due to Becthel's longstanding experience as a U.S. based contractor. For all these reasons, Metro should table the BYD monorail proposals, and advance with the Bechtel alternatives.
	Los Angeles	90064	No	2/3/2022	I support the opinions expressed in this LA Times op-ed: https://www.latimes.com/opinion/story/2021-02-21/metro-sepulveda-pass-monorail LA needs heavy rail; not ineffectual light rail. If we are going to do something big, might as well do it right the first time.
		90038	No	2/3/2022	Please NO monorail. We need heavy rail to tie into the existing purple line and to UCLA.
	Los Angeles	90024	No	2/3/2022	I would prefer the heavy rail option. I believe the monorail option would be ineffective.
		90043	No	2/3/2022	Hello, heavy rail would be the preferred option for this transit corridor. It has the capability to connect to other portions of the existing Metro system, has one of the highest capacity capabilities, and is a proven technology. Please use a heavy rail alternative for this transit corridor. Thank you.

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			No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Please remember that there is a major body of water up Stone Canyon. Don't be so ridiculous to allow your construction to burst the reservoir. Having the metro in Bel Air will damage the area and cause undo damage, not to mentioned flood the entire area and cause serious damage to life.
		91411	No	2/3/2022	I strongly oppose option 4 ! It will cause many kinds of pollution in the neighborhood.
	Los Angeles	90027	No	2/3/2022	What I would like is for the Sepulveda pass project to be heavy rail. The monorail option is an obvious folly and will not help alleviate the traffic situation.
	Venice	90291	No	2/3/2022	I believe that a heavy rail option is the only one that should be considered. I am in favor of option 6.
	Alhambra	91801	No	2/3/2022	Please do not build a mono rail. Heavy rail is a more realistic project that better suits our needs. In cities around the world monorails have proven to be more expensive and less useful than heavy rail
			No	2/3/2022	To whom this may concern, After listening to everyone speak in the 3rd Metro sepulveda Corridor Zoom meeting, I think Idea #4 would be the most beneficial since Bel-Air residents don't want a sky rail, & same with Westwood UCLA. The fact that it goes above ground after Ventura is personally fine with me. I heard a few others mention that idea #4 is a Compromise between almost everyone's wants & needs. Idea #6 I am personally totally Against since it doesn't connect passengers to Sepulveda & Ventura. Appreciate ur time,
	Lake Forest	92630	No	2/3/2022	I believe that you guys should use trains like the metrolink or amtrak and not monorail. The reason for this is due to the fact that more people could be moved in a smaller period of time. If I could request anything, I would say to maybe even build something like they have over in Europe where they have the train that can carry cars. The #1 reason many people don't use public transportation is due to the fact that many people don't want to worry about how they will get from the train station to home/work. I feel like even if you guys spend billions and billions on building a transportation network, that doesn't necessarily mean that people would be willing to drop the convenience of having their car with them to use public transportation trains then use buses to get where they are then have to walk hone from the bus stops. This is why I believe that we should have some sort of train that people can park their cars on there then go, like they have in Europe. In my opinion, as a southern california citizen, i feel like this would be the most "bang for your buck" scenario. Nevertheless, I am glad though that we are at least opening a discussion on the best possible solutions and thank you for allowing citizens such as myself to be able to display our opinion.
	Encino		No	2/3/2022	I couldnt hear what the first thing you said about Metro or something to get info, I would like to know what is happening. I am in Encino on Valley Vista. I think you said you want my age, I am 85. If you call or want my phone number okay
	Los Angeles	90077	No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
	Downey	90240	No	2/3/2022	DO NOT BUILD A MONORAIL. La need more heavy rails
			No	2/3/2022	Please consider the Valley residents who live around Sepulveda and stop studying Alternative 4. There are five other alternatives that are at least reasonable (1, 2, 3, 5, and 6) and you should focus on those. All five need refinements and improvements but they can be made viable. Alternative 4 can never be viable for the Valley. Thank you for your consideration
	Los Angeles	90034	No	2/3/2022	For far too long the Sepulveda Pass has been a hinderance to effective public transit needs in Los Angeles. Now that the time has come to actually implement a solution to this problem, we must go with the option that serves the greatest number of passengers at the highest speeds possible. Thus, the only solution is heavy rail.
			No	2/3/2022	Putting an elevated train between Sherman Oaks and Encino is a terrible idea. An elevated train anywhere in this area is a terrible idea. It will ruin large LA home communities like Sherman Oaks and Encino with eyesore, constant pounding noise, trash, filth, grafitti and congestion during and after construction. Homes will be damaged from the myriad of assaults before and after - if not destroyed. Wonderful neighborhoods will be fatally wounded. It will cause a blight on this large, healthy living area nestled in the Santa Monica Mountains, which themselves will suffer mightly. The mountains are a scenic asset, not a target to be assaulted. Sherman Oaks and Encino have been built on shade, quiet, green, family and lack of all such counters to family values. Are we going to turn this prime family area into a New York-style elevated train area where crime festers in steel and concrete corridors? That is what will happen. Our city everywhere is already suffering enough urban blight. You want to add more? That's exactly what an elevated train and it's platform will do. Use the money to clean up the streets, enforce the existing laws, not to add to our already deteriorating situation. We came here in 1983. Sherman Oaks was a great place to raise kids. Please help to steer it back toward that by dropping this elevated train abomination. Go visit where they have been erected in other cities. They are not family oriented. They don't help the cities. To the contrary, they cause and bring all the ills of decayed city life.
		91403	No	2/3/2022	Having read all of the options the city has put forth for the rail project I am deeply disappointed in the work of the city. Any option that is above ground is a non starter and will cause significant issues and harm to the property owners and tax payers of this city not to mention the years of legal wrangling and expense of lawsuits that will follow due to impacts of these projects. I am also disturbed at the lack of oversight that I see in any of the reports and fear we are headed for yet another gross misappropriation of taxpayers money like the Mercy Housing Project on Burbank where we are paying 4 times the average cost per square foot for this type of development and the city has already back pedaled on some of the safety assurances for the surrounding neighborhood. There is also a gross lack of detail in these studies including the exact details of the project, the environmental and land impacts on the surrounding neighborhoods, the acceptance and benefits of the rail lines in the neighborhoods, the plan to maintain safe environs. The city cannot even provide safe transport on the existing metro rail lines causing a significant decrease in ridership. The city needs to figure out how to make the existing rail acceptable and usable before it goes to spending billions of dollars on new rail that will be unusable. I urge the city to go back to the drawing board and come up with a more cohesive and thoughtful plan. Again ANY aerial option that occupies space on anything other than an existing mass transit corridor such as the 405 or 101 freeways should not even be considered .

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	Granada Hills	91344	No	2/3/2022	Please make the Sepulveda Transit Corridor a heavy rail line. It would seriously increase the usability of the public transit system.
	Sherman Oaks	91401	No	2/3/2022	I want to voice my support for the sepulveda pass project to be heavy rail. A monorail would be a joke. It is not nearly fast enough, nor a high enough capacity to be a viable option for the vast majority of commuters. No one would choose to take a transportation option that is slower than sitting in the comfort of your own car stuck in traffic. Please, only consider heavy rail for the future of LA
			No	2/3/2022	Hello I'm a resident in the Midvale Estates neighborhood. I've lived here for over 18years, My husband and I bought here because of the sanctuary it once was. Now with the homeless situation and the crime here, we no longer feel safe. And now you're proposal of an above ground metro. I don.'t understand. Why do we need more public transportation, when we have a metro system already that is never operating at full capacity. Not only are you tearing up neighborhoods and businesses, you're also was contributing to more air pollution to and already poor air quality. As a resident of the Van Nuys area, this is an absolutely absurb and terrible proposal.
	Los Angeles	90027	No	2/3/2022	A TBM heavy rail tunnel under the Santa Monica Mountains provides the best service to riders and causes the least disruption to the communities it passes underneath. By providing the fastest possible service, it will therefore convince the most people possible to use it instead of driving and will do the most to reduce 405 traffic. The construction will also have zero disruption to the communities above it, while the above-ground options would cause major interruptions and additional traffic issues.
	Los Angeles	90024	No	2/3/2022	please give college students access to public transit, we need it as many of us do not have cars
			No	2/3/2022	I am a current resident in Sherman oaks on Sepulveda right where the 101 and 405 freeway is. There is already enough noise in my neighborhood and adding a train will make it terribly worse. Please stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard in the valley. Alternative 4 will destroy Sherman oaks and my peaceful living. There is already noise from the freeways and the fire department and this project will make many people move and destroy their lives.
	Santa Monica	90404	No	2/3/2022	I would strongly suggest not going with a monorail solution and instead light rail or subway.
	Mission Viejo	92692	No	2/3/2022	It needs to be a heavy rail, not light rail!
	Irvine	92606	No	2/3/2022	Please spend as little money as possible on the monorail alternative. Based on the research done by the maker of this youtube video https://www.youtube.com/watch?v=xJdbCgVkH3w. The monorail cost savings are based on a poorer performing set up with no room for growth. This is an important transit line and should be constructed with technology that Metro understands how to plan for and operate whether or not the line is a P3. I appreciate everything that BYD has done for transit electrification and bringing jobs to the region, but this does not mean that their alternative is the best choice.
			No	2/3/2022	Metro would be a helpful addition but, please not option 4. The valley seems to get the short end of the stick. The proposals show an underground on the west side and then above ground massive trains on the valley side. Underground is the best solution. If it is possible on the west side it is possible on the valley side.
	Los Angeles	90049	No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
	Los Angeles	90024	No	2/3/2022	The Sepulveda Pass project is too important to the future of this city to mess up. Please build heavy rail - not monorail! BYD may have shiny advertising, but they are not a remotely practical choice. 1. Connection stations for monorail are all in the wrong places. They have a minimum 3 min to 8/10 min walk from these stations to connection stations. Most, it seemed like outside. Typically 1-2 min is good urban planning. I won't take it if I have to walk half a mile to connect to another train. The rail stations all connect right next to the current ones. 2. The capacity is way, way lower. At the initial costs (10.8 billion for rail, 6.1 billion for monorail), the rail carries ~12000 people. The monorail carries ~14000. This sounds better at first. However, the rail just needs to add a few trains to get the total capacity up to 27000 people. The monorail tops out at 14,000 without extra construction at every single platform. And even with that construction, ultimately it can only handle 19000. This is laughably low for what could make up a major backbone of our city's transit. 3. The advertised completion date and pricing doesn't include UCLA. UCLA is a huge hub and one where tons of riders are going to come from. The monorail price (6.1) doesn't include this. It would most likely cost another 2 billion, and this extra diversion isn't included in the 2030 date. The rail price does, and the timeline of 2030 also includes it.
	los angeles	90013	No	2/3/2022	Heavy rail would be much better than a monorail!
			No	2/3/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There is no need to be tunneling through the bedrock that is beneath much of Bel Air's neighborhoods. These tunneling options are more expensive overall, take longer, and undermine the bedrock that supports earthquake prone Los Angeles. There are other viable options that do not require tunneling under Bel-Air that are not being seriously considered and should be on the table. My personal preference is option 2 It appears Metro has already decided what to do but wants to give the Bel Air residents the appearance of listening to their valid concerns but still going ahead with decisions already made behind closed doors. Shame on the city for allowing this farce to occur!
			No	2/4/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There is no need to be tunneling through the bedrock that is beneath much of Bel Air's neighborhoods. These tunneling options are more expensive overall, take longer, and undermine the bedrock that supports earthquake prone Los Angeles. There are other viable options that do not require tunneling under Bel-Air that are not being seriously considered and should be on the table. My personal preference is option 2 It appears Metro has already decided what to do but wants to give the Bel Air residents the appearance of listening to their valid concerns but still going ahead with decisions already made behind closed doors. Shame on the city for allowing this farce to occur!
		91403	No	2/4/2022	The option that runs above ground on Sepulveda Blvd. should be eliminated. Too noisy, will eliminate many businesses and homes, and will increase the already heavy traffic on Sepulveda. ANY of the other options is better than this.

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	Los Angeles	90007	No	2/4/2022	The monorail option is terrible, provided by a corrupt company and not adequate for the needs of LA. However, the heavy rail options are significantly better, and must end up being the final option chosen by Metro.
	Los Angeles	90004	No	2/4/2022	A monorail is useless. Build a heavy rail connection to the red line.
	North Hollywood	91601	No	2/4/2022	Absolutely need heavy rail. Anything less is not future proof and just adding to public policy failure and Under deliverance
	Winnetka	91306	No	2/4/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	North Hollywood	91605	No	2/4/2022	What I like... Alternative 4 and 5 heavy rail are the best options. Please dear god do not pick the monorail. Walking distance to get to stops in between connections is horrendous for the monorail option. Pretty much unusable. This is such an important project that will become one of the backbones of metro transport and it has to be done right. Please do not pick the monorail just because it appears cheaper. What I wish... that you guys would stop considering the monorail option. It is so bad. All of my friends and family would just use vehicle transport if monorail ended up being picked. I will definitely protest if you guys choose any of the monorail options. The price tag for the monorail is also deceptively low in my opinion. What I suggest... I suggest you pick alternative 4 or 5.
	Los Angeles	90034	No	2/4/2022	Hello - I writing to support the development of a *heavy rail* transit line for the Sepulveda Line Development project to connect the San Fernando Valley and West side of Los Angeles. Proposals 4 through 6 all encompass heavy rail and would allow a valuable amount of high population use and speed along the line, thus allowing for greater and more equitable use to be provided to our every growing community. Furthermore, lines 4 or 5 are in my opinion the best options for development and should be considered the ONLY real options if we wish to take the development of our public infrastructure seriously for the years to come. As a UCLA Alumni, I am eager to see our wonderful and bright campus interwoven into the greater LA community. Please consider these points in your evaluation of the proposals at hand. Thank you,
	Los Angeles	90024	No	2/4/2022	As a former UCLA student who still needs to visit the area often, I vastly prefer a Heavy Rail option, particularly Alternatives 4 and 5. A Heavy Rail line (including a station at UCLA) would make transit from DTLA and East LA to UCLA (through D Line) seamless, as the transfer can occur within the station. On the other hand, an bus or APM solution (as in Alternatives 1 and 2) clearly will not satisfy the heavy ridership demands on UCLA commuters. The Wilshire intersections rank amongst the heaviest-traffic on the West Coast, and subjecting riders to an at-grade or aerial transfer would only exacerbate the pedestrian traffic in the area. Additionally, Heavy Rail would provide convenient transit from Van Nuys Amtrak station to UCLA, enabling folks traveling across SoCal (e.g., through Pacific Surfliner) to access UCLA in an easy, safe, and modern fashion. Alternatives 1 and 2 would require transfer at the D Line station, significantly and needlessly inconveniencing such trips.
		90241	No	2/4/2022	Please build heavy rail and skip the useless monorail

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		91343	No	2/4/2022	Please build out heavy rail mass transit system for the Sepulveda corridor. A monorail does not have enough capacity to transport the residents of SFV over the hill and vice versa. Capacity planning needs to be based on future population projections (at least 50 years into the future), not current ones. Also please look into case studies of mass transit projects in Taipei, Singapore and Bangkok.
		91732	No	2/4/2022	Please do not build the monorail. It will not carry as many people and will need to have additional platforms to carry more people. Keep it underground.
		90048	No	2/4/2022	Please do not build the monorail. It will be an eyesore and will be exposed to the elements. The monorail will not have a direct connections with UCLA. Please build the automated heavy rail. Alternatives 4,5 or 6.
		90048	No	2/4/2022	Build the heavy rail. The monorail does not carry enough passengers. Any of the heavy rail alternatives are better than the monorail.
		91791	No	2/4/2022	Build any heavy rail alternative. It carries more people.
	Los Angeles	90024	No	2/4/2022	I am here to show my support for a heavy-rail connection (Alternatives 4,5,6) to connect the San Fernando Valley and the Westside. In particular, I believe the best route to be Alternative 5. The overwhelming demand along this route demands adequate capacity, and the monorail alternatives cannot meet that demand. In addition, pursuing an underground heavy rail alignment will enable more accessible station locations, providing quick and easy connections with existing modes of transit. The ease of transfer should bolster ridership numbers, justifying the added expense of an underground alignment. As a former UCLA student, I recognized firsthand the need for a rapid public transit connection to UCLA campus. Alternatives 1 & 2 do not provide a direct connection to campus, but rather offer a band-aid solutions in the form of an electric bus or APM. UCLA is one of the largest daily commuter destinations in the city, so a transit stop directly on campus would be a great incentive to take transit instead of driving. Not to mention, an electric bus connection would only add further to the congestion on Wilshire Boulevard.
	Santa Clarita	91355	No	2/4/2022	Obviously not the monorail option. Right? We're not doing that option? Or are we completely corrupt? It's really obviously the worst option. We need to have a company do this that has put even a small bit of effort into the planning. 3-8 min away from connecting stations? Seriously? No built-in stop at ucla as part of the budget? Only 19000 people total even AFTER additional construction on every single platform???? I mean, it should have been laughed out of the running at the get-go.
	Lake Balboa	91406	No	2/4/2022	I prefer alternative 5 because of its higher capacity and speed as well as the station locations. From a personal perspective, I prefer the Sepulveda G line station to the Van Nuys G line station because the Sepulveda station is closer to my house. I own a home within the project area and would be happy to have close public transit. From a community perspective, it seems like the Sepulveda location would be less disruptive to local businesses than the Van Nuys location.
			No	2/4/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other options that are not being considered that should be on the table. Sincerely,
			No	2/4/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sincerely
		91607	No	2/4/2022	We stand in unity with our valley village neighborhood association, an above ground train will destroy our neighborhood and will force our business to move. Why would this even be a viable option? The impact would destroy so much value.
			No	2/4/2022	I am not in support of building this!!! It will affect by business and my home. And it is not critical- buses are already operational!!!! Please confirm that you are aware that I not in support of this!!! And do bot add me to your mailing list. By the way, none of the businesses that will be actually affected negatively have been notified, like the 2 schools.
	West Hollywood	90069	No	2/4/2022	BYD's proposal ultimately will cost the same as any of the other proposals once you factor in the cost to increase to the max capacity. In addition, BYD's station proposals are almost all nearby freeways (one is at the 101/405 interchange, who would even walk there?) and are 7 minutes away from other transfer stations, thus lowering ridership. BYD also has a history of busses that don't work very efficiently, I can only imagine how many issues a broken down monorail car would impose. Heavy rail, which has been proven in L.A. to be efficient, seems like the smarter decision.
		91202	No	2/4/2022	What I like is a heavy rail option. As someone who used to live in the SFV, once commuted to the Westside, and have shared households with Westside commuters, a fast, high capacity rail line would be the ideal option. I know many people who have quite literally changed and given up on jobs due to the commuting issues. A traditional heavy rail would greatly expand opportunities in the SFV, much more than a monorail, which I feel is a less serious commuting option and more a casual novelty. If we want cars off the 405, make the heavy rail infrastructure to properly replace them.
	Union City	94587	No	2/4/2022	I support heavy rail AKA an actual TRAIN like every other civilized nation on earth, please do not use my tax dollars to make a shitty monorail that won't be able to sustain the traffic and population density of the LA area. It's your MORAL DUTY to ensure there are GOOD public transit options and curb the car culture that is contributing to climate change and exacerbating the FIRES that rage across California every year. PLEASE BUILD THE HEAVY RAIL.
	Claremont	91711	No	2/4/2022	Please don't put a monorail in. It is the easy choice, but not the right choice. Please add rail.
	Los Angeles	90041	No	2/4/2022	I am writing in strong support of all three heavy rail alternatives for the Sepulveda Transit Corridor, particularly alternatives 4 and 5. As a lifelong Angeleno, a taxpayer, and a transit rider, I believe that maximizing the value of this project is more important than minimizing the cost per se. Of the available alternatives, 4 and 5 best achieve this goal. Alternatives 4 and 5 are the most feasible long term investments in the County's transit future, use proven technology already in use worldwide, and deliver a transit line that will dramatically increase mobility directly to critical destinations like UCLA. Additionally, I believe the feasibility of monorail alternatives has been overstated by BYD and utilizes novel technology where it need not be deployed. I am very skeptical that what Los Angeles County needs for arguably its most critical transit corridor is a one-off solution with unknown longevity, reliability, and cost. A bus or people mover transfer to UCLA should also be a non-starter for any alternative, as this would significantly degrade ridership and value.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Venice	90291	No	2/4/2022	No mono rail. Touch less features to buy/scan tickets. Clean.
	Glendale	91205	No	2/4/2022	What I suggest is abandoning the idea for any monorail for this proposal. Either subway or above-ground light rail will work better, longer, and cheaper.
	West Hills	91304	No	2/4/2022	I believe an actual underground light rail system, such as a subway, through the cooridor, and ending at LAX, would be a huge improvement for transit in LA. It would allow for connection points at the G Line, E Line, and D Line, and would significantly reduce traffic in the Sepulveda Pass. Most of all, it would move LA closer to a more integrated and easy to use transit system like in Tokyo.
			No	2/4/2022	Even though this project is decades overdue still allows us to improve better late than never, with all the studies ,bureaucracy , and time that involves such a project , And in the meantime wouldn't it make sense to exclusively use the existing carpool lane that no one respects anyway for park and ride purposes with city busses and parking lots along proposed project ? , we already left a good chunk of our lives on the 405 at this point any help is more than welcome , good luck.
		91320	No	2/4/2022	I want actual subway from LA to the valley. Go under the mountains and make something quick that people want to use. Not a stupid monorail that follows the freeway that no one will use.
	Oakland	94602	No	2/4/2022	I support heavy rail AKA an actual TRAIN like every other civilized nation on earth, please do not use my tax dollars to make a shitty monorail that won't be able to sustain the traffic and population density of the LA area. It's your MORAL DUTY to ensure there are GOOD public transit options and curb the car culture that is contributing to climate change and exacerbating the FIRES that rage across California every year. PLEASE BUILD THE HEAVY RAIL.
			No	2/4/2022	I am writing to oppose Option #4 for the Sepulveda Transit Corridor Project access to the City. This option will have a detrimental effect on the neighborhood and businesses. I have seen how the above ground project on Crenshaw Blvd. has divided the commercial and residential corridor and it has had a negative impact on businesses in the area. Please do not destroy another neighborhood! Underground works well on the Westside and it will work well in the Valley, too.
	Los Angeles	90004-4065	No	2/4/2022	I am in support of a heavy rail through the Sepulveda Pass because the heavy rail alternatives have a bigger impact in moving commuters throughout LA in the more dense communities as opposed to a monorail over the 405. If this train is going to make a dent to the car clogged highways and reduction of smog while also encouraging more people to take mass transits we need more station accessibility and that's with the heavy rail routes. I would like to see this to help more people get to their schools and work with less commute time (i've done the two buses and train commute before and that eats a chunk of my day), and I'd like to see getting in and out of LAX faster than getting caught up in the freeways to get there.
		91601	No	2/4/2022	What I'd like to see for the Sepulveda Transit Corridor is HRT underneath Van Nuys Blvd (rail lines do not belong next to highways) in The Valley that continues south underneath Bel-Air to a station at UCLA then connects with the D Line in Westwood and continues to the E Line at either Sepulveda Blvd or Bundy Dr. I'd prefer it to terminate at Bundy Dr as rail lines do not belong next to highways and it also sets up a future extension through Playa Vista to LAX.
	Los Angeles	90034	No	2/4/2022	I am in strong favor of Option 4 or 5. The monorail options are low capacity, slow, and require unrealistic closures to make them happen. Heavy rail is the only option that makes sense. I like the idea of truly capable infrastructure in our city.
	Los Angeles	90034	No	2/4/2022	I am delighted to see this project being evaluated as I live in Palms and commute to North Hollywood/Studio City daily. As a one-car family, this limits my family now that I require the use of our vehicle for my full time job in the valley. Having moved from the midwest in the last 4 years one of the things we like most is how accessible getting around near our home is by foot or utilizing public transit whenever possible. Having a more direct route (that doesn't take 1hr one way) would be life-changing.I would suggest a sort of trial portion where perhaps a bus line or something was added along the 405/Sepulveda corridor to begin to shift interest and accessibility to Metro transit in favor of personal vehicles. Thank you so much for your time and I look forward to the outcome of this project!
		91214	No	2/4/2022	What I suggest is one of the subway options rather than the monorail.
	Van Nuys	91405	No	2/4/2022	What I like is alternative 4 and 5. A Heavy rail option seems to make the most sense in terms of rider volume and speed to destination. Of all the rail projects in LA, this one has the greatest potential to drastically change how people get around the city. That being said, I wish the line extended further down to meet up with the LAX people mover. It doesn't make any sense to create this amazing rail option down the 405 and stop short of our main airport. You shouldn't have to transfer 3 times to get to, arguably, the most important stop in the city. That is the opposite of efficient and I believe would be a huge mistake for such a transformative project. What I would suggest is looking into adding that last stretch between the E Line and the people mover. Or at least, highlight a "future" extension.
Valley Industry and Commerce Association (VICA)	Van Nuys	91406	Merged Document	2/4/2022	Subject: VICA SUPPORTS Alternatives 3, 5 & 6 of the Sepulveda Transit Corridor Dear Metro Board Member, The Valley Industry and Commerce Association (VICA) has been a long-standing supporter of the Sepulveda Transit Corridor, and after considering all 6 options, we are in strong support of alternatives 3, 5, and 6. VICA is proud to represent over 350 businesses and every community within the San Fernando Valley region, and we are strong advocates for transportation projects that improve the Valley's connectivity with the rest of the Los Angeles region. We believe that the Sepulveda Transit Corridor will provide high-quality transit options that effectively service the growing travel demand between the housing and major employment sectors of the San Fernando Valley and Westside. Specifically, VICA has chosen to support alignments 3, 5, and 6. One critical reason for this support is because of these options' inclusion of an on-campus station at UCLA. Direct access to the campus is critical to the university, the 2028 Olympics, and the financial viability of the corridor's operations. VICA would also like to clarify that while we are members of a coalition to support all options with a connection to UCLA, we are only in support of options 3, 5, and 6, as alternative 4 has unresolved equity issues between the Westside and the Valley. Overall, for a transit system to be a competitive travel option that attracts new ridership, it needs to increase speed, frequency, capacity, and reliability, while providing convenient connections to existing and planned transit lines. VICA believes that options 3, 5, and 6 do just that, and we ask for your support of these Sepulveda Transit Corridor alignments.
	Glendale	91208	No	2/4/2022	Please no monorail. We need heavy rail for this project
	Los Angeles	90066	No	2/4/2022	Must have stop at UCLA. Doesn't need to go underground but could be like the Getty on the side of the hill. Bundy/Centinela???

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	Los Angeles	90025	No	2/4/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Encino	91316	No	2/4/2022	Monorail does not have the build out capacity or speed to match the heavy rail options. In addition the UCLA station needs to be close to UCLA and not served by a bus or another tram. The extra transfer makes a big difference. Any of options 4-6 are better than the monorail in 1-3. I like 5 and 6 the best for the development options it brings. 3 is the preferred of the monorail options, but I would not say 3 is good.
	Los Angeles	90034	No	2/4/2022	If you go with the monorail option it will be remembered as a mistake for generations to come. It's not expandable and the current proposal doesn't even include UCLA, which we can expect to be a major hub. Please build an actually heavy rail, with 1-2 minute walk connections to existing lines!
			No	2/4/2022	I am in complete opposition to the above ground rail line. That would only make for a nightmare and not a solution. Please don't waste any more money on nonsensical ideas. Thank you ,

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	Sherman Oaks	91403	No	2/4/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sherman Oaks	91403	No	2/4/2022	Purpose and Need: The whole project is one that is not needed and a giant waste of taxpayer money. This money would be MUCH better spent on improving our education system, not for moving people around. Give the timeframes being discussed for the project and the increasing move to remote work, a trend that is clearly here to stay, this project is trying to fill an increasingly antiquated need and won't even be ready for years, if not decades. Look no further than the California High-Speed Rail project - while that clearly has a different scope, there are massive cost overruns for a project that is filling a very limited need. With the current California emissions standards, by the time this project is complete, we will have many more EVs on the road as opposed to gas-powered vehicles and the trend of remote work is making transportation less necessary. Tying up traffic for years upon years, and the fact that very few, if any, projects of this scope have ever come in on time or on budget, makes this project untenable and unnecessary. Alternatives: Let natural course of events play out with regard to transportation -- improving emissions standards, more EVs, likely self-driving cars, less need for daily mobility, these are all trends we're seeing. This project is trying to 'urbanize' a sprawling city that does not need this project. Essentially, one of the main points of government is to improve the lives of its citizens. From that perspective, this project would be an unmitigated disaster. Creating a traffic nightmare for 5-10 years is nobody's idea of improved living conditions. Furthermore, education is one of the keys to success later in life. The city could improve the lives of hundreds of thousands of children by investing these same dollars in education, especially in underserved communities. Education has been perpetually underinvested, and this is where the city can gain the most bang for its buck. Moving people around the city to only 'potentially' reduce traffic volumes a little bit is not a noble goal for a city with the geographic footprint of Los Angeles. Lifting people out of poverty and investing in their future through improved education certainly is a noble goal. Environmental Issues: I would defer to environmental experts on this topic. What I suggest is that this project be abandoned altogether, it is completely unnecessary, and really the only winners would be the planning and construction firms who would profit. This project will be a complete disaster, and it does not improve the lives of the city's citizens.
	Encino	91436	No	2/4/2022	The Valley deserves the best possible project for mass transit. Alternative 6 - Subway aligned with Van Nuys Blvd, under the Santa Monica Mountains is the best option for Encino and the Valley. The 1.75 Million residents of the Valley should demand the best option for the Valley.
Bel Air Beverly Crest			Merged Document	2/4/2022	Please find attached a letter from the Bel Air-Beverly Crest Neighborhood Council regarding the Notice of Preparation for an Environmental Impact Report on the Sepulveda Transit Corridor Project.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90049	No	2/4/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.
			No	2/5/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Encino	91436	No	2/5/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.
	Encino	91436	No	2/5/2022	I vote for alternative #6, the subway aligned with Van Nuys Blvd.
	Encino	91436	No	2/5/2022	I believe that option 6 is the best one for the valley.
		90805	No	2/5/2022	Lets please try to get back to being a world class city. Underground options only please. Future generations of children will thank you.
	Los Angeles	90024	No	2/5/2022	I support option 6 (and am strongly against monorail options 1, 2, and 3). All the monorail options (1, 2, and 3) stop in less populated and harder to access areas, and the stops would be along the 405. Riders waiting at their stop would have to endure heavy, unhealthy air and noise pollution from standing in the middle of a huge highway. I know how unpleasant it is to walk across highways or to wait in loud locations. The monorail is an unproven technology and is incompatible with existing transit infrastructure. This means that fixing a broken car might require expertise LA Metro does not currently have, and it could end up being unexpectedly expensive. Also, options 1 and 2 would require a connection for UCLA, which is home to many potential riders and people without cars. Options 4 and 5 use smaller trains (at most 680 capacity), while option 6 allows for almost 800 passengers at peak times. For a heavily trafficked area, more capacity is better. Options 4 and 5 also require trains incompatible with existing transit infrastructure in LA. And, option 6 passes through denser areas than options 4 or 5.
		91381	No	2/5/2022	Heavy rail seems to be a much better option than the monorail. Throughput alone is enough reason, but there are many. Say no to the monorail options!
	Northridge	91343	No	2/5/2022	I would like a direct connection to the Metro ORANGE line. I would like a direct stop at UCLA. Having to switch to a people mover or bus to get to UCLA makes it a much less attractive project. I would like a direct connection to the Metro PURPLE line. I would like a project which is built right the first time so that it has enough capacity now and into the future. I think that means the heavy rail options are the best choice. I would like the travel time to be short so that the train is better than driving. I would like the train to come at least every 10 minutes during non-peak times. With students using the line to get to UCLA, we don't always go at peak commute hours. I would like it to be quiet when riding the train. Loud squeaking and squealing makes it less enjoyable.
	Los Angeles	90025	No	2/5/2022	As someone who drives through the Sepulveda Pass frequently, I have long dreamed of a public transportation option through the pass contacting the city with metropolitan regions like San Fernando Valley and Conejo Valley. As we finally reach a point to contemplate such a solution, I am against a monorail proposal as I do not see that it offers the volume and robustness to handle the volume of traffic through the pass well into the future. The only path I see is a dedicated underground subway system that connects to the rest of the metro subway system that runs through the city of LA.
		90025	No	2/5/2022	I would like to propose the following one seat options: 1. Alternative 6 replace East San Fernando Valley Light Rail line with Alternative 6's extension. 2. Extend East San Fernando Valley Light Rail line south through the pass along Alternative 6. The section south of Sherman Oaks will be underground Ideally the entire valley section will be grade separated, whether by elevating the rails or putting them underground.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		90272	No	2/5/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.
	Buena Park	90621	No	2/5/2022	To whom it may concern, I support having a subway go through the Sepulveda Pass since would be a great benefit to the entirety of Los Angeles County, especially within the West L.A. region. Our area is known for having notoriously awful traffic, causing great detriment amongst those who stay on the roads for hours upon hours to get to point A to point B, and if individuals are unable to drive then they're absolutely out of luck. By implementing this type of public transportation infrastructure, millions of residents (including low income BIPOC individuals) can have the opportunity to visit loved ones, go to work, or simply take a break from the hassle of driving (did I mention reduced traffic accidents?). I do hope the subway project can come into fruition because with more accessibility comes more freedom for all.
	Bellflower	90706	No	2/5/2022	Alternatives 4 and 5 are what I like. I prefer alternative 4 because it offers riders a scenic view at the northernmost portion of the line.
	Norwalk	90650-2459	No	2/5/2022	My suggestion is that heavy rail is the only option that can adequately address our current and future public transportation needs. A monorail is not the answer for such an important (if not the most) link between the Valley and the central Los Angeles area. Please let's keep this heavy rail.
	Tarzana	91356	No	2/5/2022	I would like to suggest if going with any one of the options. What I would suggest. Is looking at moving one of the suggested stops. From Sherman Way to Vanowen St. You have Valley Pres Medical Center. Which is a good size point of interest for many people in the region. It would link the Hospital to Metrolink/Amtrak with a one seat ride for those to work and visit. Also I like to suggest to move the Terminal/End of the route stop. From the Van Nuys Train Station to Woodman Ave. As you have Kaiser Hospital. With in walking distance of the Line. And that would attract more rider as well. And If this line is going to be heavy rail. Like the Red Line. I like to suggest looking at extending the Red Line from North Hollywood to Van Nuys. That would really connect the SF Valley to Metro Rail Service.
	Los Angeles	90025	No	2/5/2022	I highly support having a subway/rail system because it's both environmentaly friendly and is in general great to have public transportation. Not every had the time and money to commute with personal cars.
	Sherman Oaks	91403	No	2/5/2022	I strongly support the Sherman Oaks Homeowners Association point of view. If there is money in the budget - the more underground the better. But STC project Alternative 4 is definitely not acceptable.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
	Bel-Air		No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Please understand the tragic changes to our neighborhood that would occur if this should proceed.
			No	2/5/2022	TUNNELING UNDER BEL AIR IS FINE. If they can tunnel under San Francisco Bay, they can tunnel under Bel Air. I don?t see a problem!
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
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			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table
	Los Angeles	90077	No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table
	Los Angeles	90077	No	2/5/2022	We are residents of Bel-Air and strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Our main concern is seismic/geological issues related to the stability of hillsides that are often extremely steep (45-60 deg slopes) and whose soil consists of gravely stone with vegetation that consists largely of grasses and occasional bushes, but without any deep root structure. The hillside in our backyard is so steep one can only crawl up on hands and knees while backsliding on the shifting rubble underneath. The environmental impact has been inadequately studied. In addition, we are extremely concerned about subway ventilation sounds from trains passing underground every few minutes, turning a historic Los Angeles neighborhood into a thoroughfare. These issues have been inadquately studied, and inadequately described to the residents of our neighborhood. Sincerely,
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sent from my iPhone
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sent
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sent from my iPhone
			No	2/5/2022	Dear Metro, I hope that this finds you and yours well. I am a resident of Bel-Air and I oppose existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There seem to be other viable options that do not require tunneling under Bel-Air. Please consider these other options. Thank you for your consideration. Be well and best regards,
			No	2/5/2022	I am a resident of Bel-Air, and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. This would ruin the mountains and everyone?s sense of peace. I work as a professional Voice Over artist and singer so I do professional recordings, where quiet sound is essential to the quality of my work and my ability to be hired and make a living. I hope you understand and listen to our lovely neighborhood. Thank you. Truly,
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. This should be obvious but put trains on the 405! Noise abatement us already there in place. Thank you for consideration.
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/5/2022	I am writing to voice my adversity to option 4 of the Metro proposal. We don’t want an above rail train. We don’t want our businesses ruined and people dislocated. I live just off of Sepulveda and we have had to live through the building of the Skirball. And the refitting of the bridge that crosses the 405. I think you could find another way. How about somewhere else than here.
			No	2/5/2022	I am a resident of Bel Air and strongly oppose Metro’s existing alternatives that involve tunneling beneath Bel Air for the Sepulveda Transit Corridor. There are other viable, less expensive, options that do not require tunneling under Bel Air that are not being considered and that should be on the table.
		90034	No	2/5/2022	The monorail is a waste of money and time for something that's incredibly inefficient. I support proposals 4-6
			No	2/5/2022	Please stop studying the ridiculous alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20-40 feet above Sepulveda Boulevard in the Valley. Alternative 4 will destroy Sherman Oaks and other areas in the valley with an un-necessary, ugly, overhead train. I am very supportive of the other alternatives - running underground is much more in line with modern transport systems, does not devalue anyone's neighbourhood (in fact increases value and provides more direct pedestrian access to many businesses, which is not the case for the Alt 4. I am strongly against Alt 4 and will actively campaign and block. I'm a firm believe in public transport and building key infrastructure for the long term, however also a firm believer in taking the path that best ensures the our neighbourhood does not have additional noise and traffic when there are better, viable alternatives.
	Encino	91436	No	2/5/2022	I support Alternative 6, providing mass transit from the Valley to the Westside. Considering we already have 1M commuters coming out of the Valley, the high density developments happening all over the Valley (bringing more residents/commuters to the area), in addition to the amount of $$ that will be spent - this project must provide an ROI that positively impacts the residents in this area.

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	Santa Clarita	91390	No	2/5/2022	I suggest that you go with the heavy rail options. They provide the best options in terms of station locations. We need a station at the UCLA campus. I would provide staff, students, and visitors with an easy way to access the campus and hospital systems. The heavy rail options also allow for easier navigation of metro routes. The monorail option is not a good option. Having an ariel line above the 405 is a horrible idea. LA drivers are not the best and having another distraction to many others is not a smart idea. In addition, a people mover from a monorail is not ideal. Simplify the transportation process, that is what people like. I want to go from point A to B. Not from point A to B to C.
	Toluca Lake	91602	No	2/5/2022	This project should 100% be heavy rail as monorail is simply not compatible with the LA Metro system. Option 4 is presumably less expensive but it seems option 5 fully underground is likely the best option for community support.
	Culver City	90230	No	2/5/2022	I strongly support Option 6! all monorail options stop in less-populated, less-accessible areas along the 405. Riders at these stops would have to endure unhealthful air and noise pollution. Worse, the monorail is an unproven major interurban technology (Disneyland doesn't count) and is incompatible with our existing transit infrastructure. Fixing a broken monorail car requires expertise LA Metro just doesn't have. And monorail options 1 and 2 would not stop at UCLA, which is home to many potential riders. Options 4 and 5, while not involving a monorail, offer smaller trains which are incompatible with existing transit infrastructure. Option 6 trains accommodate more passengers and would serve areas of denser population than would options 4 or 5.
	Los Angeles	90077	No	2/5/2022	I am a 2nd generation resident of Bel-Air, and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. My husband and daughter are both in the entertainment business and they do professional recordings, where quiet sound is essential to the quality of the work. Please and thank you.
		90250	No	2/5/2022	For the Sepulveda Transit Corridor, I suggest the Metro adopts Alternative 4 or Alternative 5. I believe that Alternatives 4 and 5 provide the best connection to existing Metro station and lines. Alternatives 4 and 5 also provide the best capacity for increased ridership, as ridership will increase as the Metro expands. (Especially southbound towards LAX where the line would be most convert for me.) The initial cost may be greater than other alternatives, but Alternatives 4 and 5 are worth the initial cost because future expansion will be cheaper and easier. Alternatives 4 and 5 would also avoid construction on the 405 and avoid an increase of traffic or other delays to commuters. I also suggest Alternatives 4 and 5 because I believe that they would provide the best connection to UCLA. A convenient, on-campus connection would allow UCLA students to easily access the Metro without addition hassle of a bus or people mover. Thank you for considering my comments!
			No	2/5/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. These alternatives must be considered. Thank you.
	Santa Monica	90404	No	2/5/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in constructing the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. While I do not have a detailed proposal regarding a preferred route or modality, I would like to offer some considerations. First, the earliest possible project completion should be a top priority, and if that means an above-ground monorail, it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line, and the Expo Line. Any increased burden imposed upon transit users (such as nearby stops but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop adjacent to UCLA as possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route after mapping specific locations of tenants at risk of displacement due to rising rents, mitigation measures are studied and implemented consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.

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	Los Angeles	90024	No	2/6/2022	To the Esteemed Members of the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3. Thank you for your time and consideration. Sincerely,
	Los Angeles	90011	No	2/6/2022	PLEASE build this project as HEAVY RAIL. It's one of the most inoperable transit projects in the world right now and we need to do it right. Yes, the monorail proposal looks to be more affordable, but it will underserve riders and also end up costing far more per passenger (once BYD's artificial deflation of their price is exposed as the farce it is). Metro riders and our planet deserve heavy rail.
	Los Angeles	90024	No	2/6/2022	Hello! I'm sure you've heard from UCLA students before about this project, but as a freshman at UCLA, I'd like to add another voice of support for all of the heavy rail options currently being considered. It's a simple fact that very few students living on campus, especially freshman like me, bring a car with them to campus. Although we have some options available for transportation across LA, these options (public buses, micro mobility, Uber, etc.) often have an unnecessarily high cost of time or money to us. What students would benefit from more than anything is flexibility and ease of transit, meaning not having to worry about the cost of travel every time we want to leave Westwood. A heavy rail subway with an on-campus metro station and the capacity to handle our very high demand of untapped ridership would provide exactly the kind of flexibility that we need. I've seen all too many students not even consider riding public transit due to the inconvenience of current bus options. But increased ridership is exactly what LA transit needs to grow and become the best it can be. With the implementation of heavy rail through the Sepulveda transit corridor, students will have all of Los Angeles opened up to them, which will also cut carbon emissions from students living off-campus, who currently need to drive to get almost anywhere quickly. Although I likely will have graduated and moved on from UCLA by the time this project is completed, I know that in the long run, the capacity, reliability, convenience, and speed of heavy rail will benefit students, the local economy, and the future of Metro more than any other options being officially considered. Heavy rail has proven its value time and time again in transit projects around the globe, and I know it will do the same for students here at UCLA and across Los Angeles.
	Los Angeles	90025	No	2/6/2022	I prefer option #5. Heavy rail, underground, with stops at all major locations, and en route to lax. Thanks!
			No	2/6/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table.
			No	2/6/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. More important than the Metro nonsense is the suggestion that we will not be able to build our houses again after the 'animal protection initiative' is implemented. The Metro is a stupid idea but after we are forbidden to rebuild our houses, the Metro will make no difference. We need to recall our council member who is sponsoring this bill. If any of us are left, the Metro is a bad idea. But Koretz is going to make our property worth nothing so the Metro, which will be completed in the next 100 years like the bullet train, will be too late for most of us.

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			No	2/6/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that should be under consideration. Thank you.
			No	2/6/2022	Dear Metro, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Best,
			No	2/6/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Tunneling involves open ended cost as the subsoil conditions are not knowable in advance and will inevitably run way over. A great deal for the contractors and an unnecessary risk for the city. Sent from my iPhone
	Van Nuys	91406	No	2/6/2022	What I really like is the 5th alternative for very personal reasons: it would provide a station very close by (Sherman Way). I could walk to the station, and a station to my workplace UCLA. It would completely eliminate my need to use a car. What I wish is a more walkable city. Right now, it is more and more dangerous to walk around my neighborhood. Many cars do not respect red lights making it hazardous to cross Sepulveda. The pandemic has made it worth. Also, I would like to see if the plans include more vegetation: we need more indigenous trees to help with the pollution in the Valley, and bring shade during the hot months. The train would be electrical: any plan on using as much as possible renewable energy (i.e solar energy). If yes, how would that be integrated into the design of the project? I am very concerned about the noise impact on the neighborhood: would an aerial train be loud? I'm also concerned about parking: many people would drive to a station and park their car. Currently in the North Hollywood Station, the parking lot is just too small. My family and I will be directly impacted by the construction work. What are the steps taken to minimize the impact of construction on the neighborhood? How would air pollution from the construction be controlled? How long will the construction be? Will we be kept informed of the stages and progress so we can be prepared to change our habits if need be? Thank you for reading my comments.
	LAKEWOOD	90713	No	2/6/2022	What I suggest is selecting one of the heavy rail options. The monorail alternatives offer little in the way of connections to other lines and will result in a waste of time and money.
	Sherman Oaks	91403	No	2/6/2022	As a resident of Sherman Oaks, we have huge concern and worry over what you are doing. Our home is right at Sepulveda and Valley Vista Blvd's, the Alternative # 1 for the metro project to the Westside is the only possible answer. To dislocate people from their homes and start a massive construction project to remove buildings and re arranging people's lives is insanity and expensive. The answer is staring you in the face, do it quicker, do it cheaper and do it before the next turn of the Century. The traffic will ease and flow much better not to mention the air quality. Los Angeles is known for being a trend setting City, but in this case we are so far behind other metropolitan cities in the World, it's embarrassing and not a priority and should be. This is about making progress and advancing into the 21st Century. We are still in the "I won't get out of my car stage" once removed from the horse and buggy when those street cars came along and actually were wonderful. Sadly, they got rid of those and replaced the mode of transportation with the automobile, we are known as the car capital now, but not so good for our City. Now it's Metro's chance to take the lead and evolve into a smarter and more efficient and environmentally responsible community that helps everyone get around this huge sprawling city in a better faster and cleaner way. Alternative 1 without a doubt. Just get it done!
	Los Angeles	90064	No	2/6/2022	What I like is Alternatives 5 or 6 with a preference for 5 since heavy rail, underground causes the least amount of disturbance for nearby communities and traffic before and after construction as well as providing critical stops at locations like UCLA Gateway Plaza with frequent, high capacity trains that Metro SHOULD EXPECT to max out at peak hours. What I suggest is dropping the monorail options altogether because the station locations, the routes, the train capacities and frequencies of service are not up to the standards Metro should be aiming for and do not meet the needs of the public, including myself. For further comment, I point to this analysis of the Sepulveda Transit Corridor: https://www.youtube.com/watch?v=xJdbCgVkH3w&t=1s
			No	2/6/2022	First and foremost, the monorail options are entirely unacceptable for the Sepulveda Pass. The train routes above ground and in the middle of the of the 405 causes all sorts of health issues and poor rider experience. Metro only needs to ask the frequent riders on the C Line to ascertain how they feel about being in the middle of a freeway. Not to mention the years of construction in one of the most traffic clogged freeways in the entire country, exacerbating those problems for drivers and the blow back that will come from that on both Metro and City Hall in the foreseeable future. Even after completion, the monorail options' many poor choice of station locations and underwhelming train capacity and frequency will leave long lasting stains on the credibility of Metro, City Hall and those who voted for the monorail alternatives. By comparison, the heavy rail, underground Alternatives 5 and 6 cause little to no disturbance to traffic or the communities it will serve. The trains carry a high capacity and frequency for riders with convenient station locations such as the crucial UCLA Gateway Plaza stop, which Metro SHOULD EXPECT to hit max capacity at peak hours. For further perspective, I point to this analysis of the Sepulveda Transit Corridor: https://www.youtube.com/watch?v=xJdbCgVkH3w&t=1s
		90005	No	2/6/2022	I strongly prefer Alternative 5 or Alternative 6. Sophisticated public transit systems all over the world utilize underground heavy rail. We should strive to emulate these well-planned systems. A monorail is NOT what we need or want in Los Angeles. The monorail plans are inferior in almost every way and are not suited to Los Angeles' needs in the short-, medium-, or long-term. WE DO NOT WANT MONORAIL OR BYD. DO NOT WASTE TAXPAYER MONEY ON A MONORAIL.
	Los Angeles	90049	No	2/6/2022	I have lived in the Brentwood Glen for nearly 20 years and on the Westside for most of my 70 years. Alternative 5 & 6 make sense and the rest don't. UCLA makes sense and the rest is frivolity. We just went through the remaking of this Freeway for 5 years and here we go again. Please just don't ruin this side of town so the developers can build to Lancaster. How about have the Construction Companies bus their people in in clean vans? This doesn't make sense…….

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/6/2022	Dear Metro, I am writing to express my support for the heavy rail alternatives (4-6) and to urge Metro to reject the monorail alternatives (1-3) for the Sepulveda Line Project. More specifically I believe that Alternatives 4 or 5 would be the best for Los Angeles, a position explained in the following paragraph. To start, monorail in general is a bad mode to consider for the Sepulveda Line Project because of the huge expense of tunneling underground, which would be a requisite for a station on the UCLA campus. Thus, all of the monorail alternatives proposed naturally hug the 405 almost the entire way in order to stay elevated. Having most or all stations in the middle of or adjacent to one of the busiest stretches of freeway in the country would subject riders to noise and pollution, and stations along the 405 reduce connectivity to other lines such as the G, D, and E lines. Because one of the main priorities of this project is to provide a north south link to connect the various east west lines in the Valley and on the Westside, any alternative which does not make transfers as seamless and effortless as possible will reduce overall ridership and utility of the line. In addition, stations in the middle of freeways, far from places people want to go and overall unpleasant places (as my experience taking the L line from Allen station has shown me first hand), will further depress ridership. Lastly, the monorail alternatives all take the most time to make the trip from the Van Nuys metrolink station to the E line, thus reducing time competitiveness with driving. The heavy rail alternatives on the other hand, will provide the capacity, speed, and connectivity needed for such an important line in the Metro system. Of the three heavy rail alternatives, I believe Alternatives 4 & 5 to be the best because of their use of automated metro technology, which would allow shorter headways than manually operated metros, thus allowing a higher total capacity if/when the line becomes heavily used. While the Sepulveda Line is projected to be very well utilized in the first phase, once the line extends to LAX, ridership will increase further, and the line will need to be able to cope with that demand. Only Alternatives 4 & 5 will be suited to meet that demand in my opinion and either would result in a transit line that a world class city like Los Angeles deserves. Thus, for all the reasons stated above, I urge Metro to reject alternatives 1-3 and to choose either alternative 4 or 5 for the Sepulveda Line Project.
	Los Angeles	90025	No	2/7/2022	Strongly in favor of option 6. Strongly against options 1, 2, and 3 — these options do not work because they stop in less-populated, less-accessible areas along the 405. Riders at these stops would have to endure unhealthful air and noise pollution. further, the monorail is an unproven major interurban technology (Disneyland doesn't count) and is incompatible with our existing transit infrastructure. Fixing a broken monorail car requires expertise LA Metro just doesn't have. And monorail options 1 and 2 would not stop at UCLA, which is home to many potential riders.
	Los Angeles	90069	No	2/7/2022	I suggest selecting alternatives 4, 5, or 6. Heavy rail would be great for connecting with other metro rail lines
	Reseda	91335	No	2/7/2022	I believe this project will drastically improve the traffic congestion many Angelinos have grown to tolerate for decades commuting from the valley to the west side. Public transportation offers something for everyone to benefit from to get around the city in a timely and efficient manner. I think this project will be important for the future of the city and developing our public transport needs in LA.
		91345	No	2/7/2022	I would like to state my preferences for this project. Alternative 4 is the very best option because this option transports the most people based upon prior information given by Metro and it's cost is very good compared to the other Heavy Rail options. Fact is that the intersection of Van Nuys Blvd and Ventura Blvd is not a major employment center. The intersection of Sepulveda Blvd and Ventura Blvd has major office buildings, a Mall, a hotel and other significant employment centers nearby. Alternative 5 is my next favorite option if Metro can find the money to underground the line beneath or around Sepulveda. The Monorail options are terrible. The Gold Line trains in the middle of the freeway is terrible so please don't build anymore lines like this anymore. I suggest that Metro should do the best thing for the city/region and not pursue a Monorail system or build a system along Van Nuys Blvd because it's a bad alignment. I like either Alternative 4 or 5. Thank you
	Pasadena	91103	No	2/7/2022	A monorail aligned with the 405 freeway is unappealing for commuters that will be forced to wait outside in smoggy and loud conditions and then will be forced to inconveniently transfer to commute to UCLA. It will also limit future options such as extending the train line to Culver City, the Expo Line, and LAX. An underground system with comfortable stations will attract more ridership and be a symbol of our status as a world-class city. I believe that Los Angeles will benefit the most from building a transit system that covers as large of an area as possible, which is why I support option 5 the most. It will allow more people to be closer to trains and give them the option of public transit to commute.
	Los Angeles	90065	No	2/7/2022	Hi I wanted to share my support for alternative 5 for the Sepulveda route. I am strongly in favor of heavy rail transit lines. I ride the metro on the gold line area where I live and I worked for Cubic Metro for years riding the train rails. Wanted to voice my opinion :)
			No	2/7/2022	I am a resident of Bel-Air and I support Metro's existing alternatives that involve tunneling. Creating a transit system that is for the vast majority of people sometimes requires sacrifice. If Metro needs some properties in Bel Air and is prepared to pay for them, I support the effort to connect the Valley to UCLA and the Purple Line stop in Westwood.
	Los Angeles	90065	No	2/7/2022	Hello. I would like to suggest alternative five, the heavy rail option.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		90049	No	2/7/2022	Dear Metro Board of Directors:I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project (“STC”). Connecting this crucial transit line to the rest of the County’s growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic. It would allow students to travel efficiently to and from school and workers to and from their jobs, while still being able to participate fully in raising their children and enjoying their communities. It would also reduce our region’s carbon footprint meaningfully.I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) would reduce ridership unnecessarily.Third, the STC should include a stop at UCLA, if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball Museum and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership.I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line.Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA.Thank you for your consideration of these issues.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please do the safer and more environmentally sound option of the above ground monorail on the 405 to improve mass transit. Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	To whom it may concern: I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are much better alternatives. Thank you for your consideration. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I?ve actually never been so shocked by such an idea. It would render this area unlivable. We?ve already been negatively impacted by an inundation of spec homes and the destabilization of our hillsides. There are much more sensitive and sensible ideas that would not pollute and destroy one of the West end?s oldest neighborhoods. Go through with this and you?ll be spending tax payer?s time and money in the courts. It?s an absolutely insane idea. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I owns a multiple lots in the of the Bel Air area. If you attempt to do this I will sue you for the loss of value on my properties. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are much better and safer options available to you. Do not damage our homes! Sincerely,
			No	2/7/2022	To whom it may concern, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely
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	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please reconsider using more appropriate location for this project, such as the existing transportation corridor, 405 Freeway. Boring under a residential neighborhood is likely the most expensive option available, to consider. All the necessary easements required for ventilation, access ports, along extremely narrow residential streets, poses an unacceptable life safety risk, in event of fires, earthquake, etc. emergency equipment going up the winding streets, just as all local residents are fleeing, is an avoidable disaster. Sincerely
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. After reading the available material it is abundantly clear that the solution is the 405 corridor at a fraction of the time and cost and with minimum environmental damage or disastrous harm to the Bel-Air hills, not to mention the risk of substantial and ongoing harm to private property. Any option other then 405 will result in endless costly litigation that Metro will inevitably lose. Sincerely,
			No	2/7/2022	Dear Metro Board, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please help the Bel-Air community understand why the LA Skyrail Express Monorail is not taking the lead over Betchel's Subway tunneling. The LA Skyrail is less expensive than the subway, why triple costs to the tax payers of California. In addition, digging an underground tunnel along an unstable corridor does not protect our community. It is unfair that you hold our community in your hands and do not even take the time to listen to the residents. Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I will personally dedicate all time and financial resources to make sure NO subway is built. It is unexplainable to me how you could justify this unnecessary time and expense if you choose a subway. We need fiscally responsible solutions and we need the transit now. My community feels the same. The fact that you are wasting our taxpayer money and your time on investigating subways is shameful--you should all be replaced. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I think a monorail along the 405 and/or even Sepulveda Boulevard would be more efficient and less costly means of connecting the city to the valley. The concept is tunneling under an entire community with the expense, disruption, creation of soil and ground instability in addition to many other factors make this a far less feasible and much more expensive process. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please consider constructing a monorail down the 405 which would be more cost effective, practical and time efficient. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. It is not safe for our community and would greatly impact our community. We already deal with fires each year and don't need to worry about another major issue in the area. There are GREAT alternatives like the above-ground alternatives that won't impact our community or anyone else. Please use those alternatives; it only makes sense. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. A monorail, above ground seems way more practical and environmentally sound. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Best,
			No	2/7/2022	I am a resident of Bel-Air and have lived on Stone Canyon for 20 years. I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. You must NOT tunnel beneath Bel-Air. We will fight this any way possible. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly approve Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. What is the precise underground route under canyons or hills? Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/7/2022	To The Metro Executive Team, We are aware of the six alternate plans that are proposed for the Metro for the Sepulveda Transit Corridor. We find it extraordinarily surprising that you would consider any option that tunnels underground when two good above ground options are available. We are opposed to the existing alternatives that involve any tunneling anywhere in and under the Santa Monica Mountains or the hills of Westwood and Bel-Air. The above ground options have so many more positive aspects to them. They include: * So much more pleasant to ride with the pretty views of the mountains and ocean in the distance heading southbound. North bound is the view of the expansive valley. And, on a clear day the views both ways are amazing. * Think of how fun the monorail is at Disneyland. So much more to see and enjoy. Think tourism. * Faster to be completed and ready to use so much earlier. * A lot less unknowns to hold up the project. * Less costly for the tax payer, which as a taxpayer, we HIGHLY support. Tunneling, when not necessary is fiscally irresponsible!! * No potentially nasty and unsafe underground stations. * Catering to a much wider demographic by going straight to Wilshire Blvd. * The optics of having a stop at UCLA could be perceived that they are special. Why do they get a special stop? * The impact on the stability of the mountains would be significantly less. We live and work in the Westwood area and strongly oppose any choices that involve tunneling between Van Nuys and Westwood. We hope that you will do the responsible thing and choose above ground. Sincerely
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please take this into consideration. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I STRONGLY oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Why would you possibly want to tunnel when you could have an above ground metro line running parallel to the freeway?!? I am interested in your financial reasoning for choosing tunneling and who won the bid for this project. Please forward that information to me. Thank you. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. The monorail option along the 405 seems much more reasonable - NO tunneling underground and this option can be completed much more quickly than tunneling. Is an underground transportation system in a city that lies on the Sant Andreas fault line really a good idea? NO! Once again, I STRONGLY OPPOSE Metro?s existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90049	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are far better options available. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	To whom it may concern: I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. It is insane to screw up an intire community with a new transit corridor when an alternative using an existing corridor is available I.e. 405 fwy. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/7/2022	I am a longtime resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Yours,
	Los Angeles	90049	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. A monorail on 405 is cheaper, faster to complete, and FAR less invasive. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Warmest regards.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. This will cause a severe lack of enjoyment of our properties and will disrupt our lives. Bel Air should remain as it is! Best,

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.We support a monorail from Van Nuys to Wilshire with either an electric bus or a people mover to UCLA. From a taxpayer standpoint, wouldn't this make so much sense?Sincerely
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. A train that runs above the 405 fwy seems to be a much more efficient and less costly alternative. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	10545 Fontanelle way		No	2/7/2022	A resident of Bel air for more than 50 years, I strongly oppose this transit tunneling project, I have spent my life in development and construction and this is a nightmare just waiting to happen hopefully common sense will prevail. Sent from my iPhone
			No	2/7/2022	Sepulveda Transit Corridor Project One Gateway Plaza, MS 99-22-6 Los Angeles CA 90012 Attention: Peter Carter, PM LA Metro RE: Sepulveda Transit Corridor Project - West LA - Options 1-6 I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives (Options 3-6) that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Please be advised we reside full time at the address noted above which is located in Bel Air community. Due to lack of clear and concise information on routes 3-6 as presented on your virtual information sessions/online materials and u tube presentations it is difficult to ascertain how specifically our property would be impacted by the above noted project alternatives and specifically alternatives 3-6. Needless to say these alternatives clearly could have massive negative impacts to the solely residential neighborhood of Bel Air. Some of our concerns with the process and the project would be summarized as follows: 1. As noted above the materials presented to date really have a lack of detail and lack impactful information to make anything beyond general comments. It would have been helpful to have such further information such as detailed route maps-superimposed on aerials to see how residents could be impacted/location of surface construction and permanent structures/information on high level costs on each alternatives/depth of underground structures/information on noise/vibrations/emissions etc.. 2. Lack of outreach to the community/residents which could be directly impacted by this project by your organization. Have to date received no information directly from LA Metro either via email/mail etc. on the project or the project approval process. 3. Virtual sessions are too late in the process. 4. It seems odd that LA Metro would award a contract of 69M (of LA residents tax dollars) to the STCP Proponents so they can advance their proposals and self interests. This seems to be a clear conflict of interest. Of course Bechtel and its other private equity partners have a vested self interest in a larger cost/tunnel proposal. Has there been any funding of similar nature/magnitude for residential associations to advance their concerns/interests in the project? 5. Options appear to have a very significant and negative impact on the residential aspects of the Bel Air community and potential to negatively impact property values in the area. 6. Options 3-6 appear to be several billions of dollars more expensive currently than options 1-2 without factoring massive recent increases in worldwide and NA construction costs. This is especially impactful on the tax paying residents of Los Angeles and CA. 7. Concerning that LA Metro has not been more focused on routes that would use the existing high transport/commercial corridors that lack residents who would be impacted. Ie heavy rail under 405 corridor. Look forward to receiving more information/outreach from LA Metro. I can be contacted at the above noted number/address or via return email. Thank you. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. You?re solution you destroy our homes, roads & community is pure madness! We vehemently oppose any metro construction under neath our homes! Sincerely, A very concerned bel air resident
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Bad for the environment. Opting for a monorail down the 405 verses a subway in our hills will have far less negative environmental impact and be far safer for those riding the transit should a fire or earthquake occur. Improving mass transit from the valley is a worthy objective-but it must be done responsibly. A subway under Bel-Air is not the answer. Rather, a monorail down the 405 will service far more people, cost half as much, and be completed in 1/3 the time. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. This truly doesn?t make sense. Thank you for your consideration. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I STRONGLY oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely
			No	2/7/2022	Feb 7, 2022 To whom it may concern: I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are alternatives and I think you should consider those instead. Sincerely,
	10770 Chalon Rd	Los Angeles	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	Dear Metro, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Best,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	We are residents of Bel-Air and we strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. We are in favor of a monorail down the 405 freeway which would cost less and service more people. It is also safer should an earthquake or fire occur. Sincerely,

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			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Thank you
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Stop wasting taxpayers dollars on white elephant projects. A monorail down the 405 is obviously a better use of our dollars. Sincerely,
	Bel Air	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90077	No	2/7/2022	I have been a resident of Bel-Air for almost 10 years. It was a lifelong goal to eventually live here, in peace and beauty? and in quiet. Additionally, we have struggled with getting Insurance as we?re already considered a High Risk Zone. I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. This would be TERRIBLE for our residents, and potentially damaging beyond measure to the neighborhood. The plan for 405-ABOVE-GROUND improvements is more safe, less intrusive, less expensive, and less dangerous? Seems like the choice should be obvious. But if not, writing to you just in case! Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. A far more expensive and dangerous idea. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.This is wrong to do this to residents who pay high property taxes. Bel air is a special place that draws tourism and wealth to the city. The city benefits in many ways. Losing this will cause problems for the city funds and future. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. This is an ill advised and intrusive approach to a problem that can be solved more effectively in other ways. Sincerely,
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. During this volatile time with climate issues and fragile environmental conditions, your team should be considering a less severe and overly complicated solution for public transportation that has a more predictable and wise financial plan such as the two good options below. Any plan to use project teams, lobbyists, engineers, contractors and sub-contractors to build an underground tunnel underneath Bel-Air could possibly have intense IRS investigations, environmental groups being notified, anti-IOC groups engaged, and community outrage and protest. It is assumed your group can guarantee intense investigations during the entire time of construction from various groups which will be called to ensure fiscal responsibilities are met every step of the way and climate/environmental standards are adhered to. We believe, as residents of Bel-Air, that the below two options are the obvious and superior options for public transit. It is to be expected that there will be intense scrutiny, skepticism, and publicity from various public interest groups if your group chooses an invasive and environmentally hazardous option thereby forgoing all obvious and logical public-land use options such as the two options below. *Alternative 1:* Above ground monorail on the 405 from Van Nuys to Wilshire with electric bus connection to UCLA (Acceptable) *Alternative 2:* Above ground monorail on the 405 from Van Nuys to Wilshire with people mover connection to UCLA. (Acceptable) Sincerely
	Encino	91316	No	2/7/2022	This would significantly help not only traffic for commuters but also help the air pollution which is important for everyone in the city. As someone who lives in the valley and spends over an hour in traffic, it would be amazing to see this project become a reality.
	Panorama City	91402	No	2/7/2022	As a constituent of the San Fernando Valley, and someone who commutes to the UCLA campus on a weekly basis, I understand and see the great purpose the Sepulveda Transit Corridor would make not only for my benefit, but for the benefit of the greater community in the San Fernando Valley who commutes to work or learn. What I would like is quicker and more accessible ways to get to campus.
	Santa Monica	90405	No	2/7/2022	we don't want an inefficient, unhealthful, untested monorail system crossing the valley and the city. Please support Option 6 for Sepulveda Transit Corridor project. I strongly reject options 1,2 and 3.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
	Los Angeles	90049	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.

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			No	2/7/2022	I am a resident of Bel-Air and I strongly approve Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. What is the precise underground route under canyons or hills?
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Tunneling would be not only disruptive but destabilizing on many different levels environmentally, politically, and socially. It is difficult to believe smart, trusted officials would entertain this option.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Tunneling is an extremely costly and environmentally irresponsible approach that disrupts our community. Please refrain from it and choose less costly and agreeable alternatives.
	Los Angeles	90077	No	2/7/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
	Sherman Oaks	91403	No	2/7/2022	I think the whole idea putting money into mass transit is a waste - infrastructure funding should go towards electric vehicle infrastructure instead.
	Van Nuys	91406	No	2/7/2022	I don't think anyone is truly addressing the concerns of the tens of thousands of RENTERS that live on Sepulveda from the Sherman Oaks to Roscoe, that will be greatly affected by an above ground transit. It will destroy their quality of life, the noise alone.... and these are mainly low income housing units.
	Playa Vista	90094	No	2/7/2022	Alternative 6 with automated driving is the best option. Every urban planner knows that a monorail is a horrible decision.
	Los Angeles	90014	No	2/7/2022	The entire route should be from California State University Northridge through Van Nuys Amtrak/Metrolink Station under UCLA and directly to LAX with J-hook east to downtown Inglewood and SOFI Stadium. There should definitely be a station along Van Nuys Blvd situated where the Superior Court/Civic Buildings are.
	Sierra Madre	91024	No	2/7/2022	As a Southern California native for over 60 years, and a driver for over 40 of those years, I've grown up with the burgeoning, now exploding, traffic in the Los Angeles area. Every new LA Metro rail line that is completed is greeted by applause from me because these lines provide more and more opportunities to leave my car and the commuting headache that goes with it at home. I have avoided the 405 corridor from Wilshire to the 101 freeway east like the plague for decades; the reduced traffic flow window (9 p.m.-ish to 4 a.m.-ish) is usually outside the bounds of my travel times when I venture to the west side; Sepulveda Blvd. is usually a crush at almost any time of the day (I frequently drove an ailing friend to UCLA from Sherman Oaks for chemo treatments; I enjoyed the time and conversation with him, but it was a LOT of time, each way...). When I first heard that you were considering options for the Sepulveda corridor, my first reaction was "what took you so long???!" It has often been posited that good things come to those who wait, and this is a better-late-than-never example of that adage. When I first heard that one of the options was a monorail right down the center of the freeway, my heart skipped a beat. Not only can I easily and happily envision this, I am so excited at the prospect of whizzing down the freeway median, looking down on those poor suckers who continue to brave the gnarl of traffic on the freeway when they could be flying in the sky, ha-ha-ha! Monorail is a proven technology, having been utilized very successfully as a reliable transit mode in Japan for 60 years (as old as me!) and it would represent a big, bold step into the future for the Los Angeles area, one that's so long overdue, and it sure beats tunneling through the mountains. I'd rather have the spectacular view that a monorail would afford than be buried under the earth. Monorail is clean and green and lean, and I just LOVE this idea!
	Inglewood	90302	No	2/7/2022	Pleaseuse an existing rail gauge. Do not create a break of gauge Yes the vehicles could be different ie longer. But you should choose either heaven rail (RED LINE) yup red line. or the existing light rail loading gauge. Millions of people will use this line if built proper. Do not create a tire train or monorail.
	Sherman Oaks	91403	No	2/7/2022	Mostly I am concerned about the noise. When people visit from L.A., Indiana, New York... they always say "IT IS SO QUIET HERE". "I Can't believe you are in the city... so peaceful." I AM CONCERNED THAT THERE WILL BE CONSTANT CONTINUING NOISE FROM THE TRANSIT 24 HOURS A DAY.
	Santa Monica	90403	No	2/7/2022	I vote for Alternative 2 with Monorails above ground ... not underground We don't need more disruptive underground construction.. thx
	Lancaster	93536	No	2/7/2022	I am a commercial real estate advisor and broker in Los Angeles. I use public transportation throughout the world and I am happy to see that you are proceeding with the Sepulveda Corridor Project. I was on the call where you discussed the six options. I understand that an under-ground option gives better connectivity to Westwood and UCLA but I have to believe one of the monorail options would be much smoother to permit, design and build. Tunneling is a tough and expensive endeavor and I think the Bel Air and wealthy communities have a good argument not to tunnel where earthquakes are normal. A monorail could also be more attractive and visible. I am stuck on the 405 pretty regularly and would like to use this system myself. I regularly use Metrolink from Palmdale or Lancaster to DTLA; regularly use the Gold, Exposition Line, Red and Purple lines. I expect to use the Crenshaw Line for LAX soon and I am interested in investing along the Green Line. I sold a property in Bellflower a few years ago and there is a new line stopping at that property (DTLA to Artesia). I think this Sepulveda Corridor should extend around LA and Orange County as a "Ring Road" such as the Yamanote Line in Tokyo. In closing, I am in favor of this projects whatever its form, but I think a monorail makes most sense. I was in high school during the '84 Olympics and I think this project will really be a lifeblood of the city. I dread driving to the westside and would like to see a well-planned transit system.
	Santa Monica	90403	No	2/7/2022	I like Alternative 2 and Alternative 3, which connect UCLA to the valley. It's very hard to recruit to UCLA when our faculty want to live in the more affordable Valley but face a long and tiring commute.
	Chatsworth	91311	No	2/7/2022	What I suggest is the elevated monorail crossing of the pass; it should less expensive and faster to build than the underground alternatives. It would also be a constant marketing plus. One of the stations should be at the Fly-a-Way station in Van Nuys with possible future extension to the North.

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		91401	No	2/7/2022	First of all, it is fantastic that a rail line is being built via the Sepulveda Pass. I've had to commute across the Santa Monica Mountains for years, and it is not an easy commute by transit. This would make life significantly easier for anyone who already depends on transit to get around the city (like me, on a $20/month MTA student pass at the time), and everyone whose commutes would be faster using the Sepulveda Transit Corridor project than by driving. A few things that I think are very important: 1) We can't let the interests of the few (Bel Air mansion owners who are currently lawyering up to fight tunnels under their properties; property owners in the valley worried about elevated train tracks) outweigh the massive benefit this project would have for 100s of thousands of commuters, if it is planned correctly (i.e., to serve as the most useful line for riders) 2) Modern elevated tracks are not a significant nuisance. I've lived near several old elevated tracks for years, and even then I'd rather have the transit option rather than a subway line that avoids dense areas (and is therefore less useful for riders). I've been to cities with modern elevated metro tracks (Taiwan, Vienna, Beijing), and I'm always struck by how quiet they can be if designed correctly. Since the alternative with the elevated track over Sepulveda (Alt 4) with more stations in the valley is expected to have more ridership for less money, it should be the one chosen. It's also the best for network connectivity, in that it adds more destinations to the Metro network, which Alt 6 does not. 3) Frequency, especially for off-peak riders (who are more likely to be transit-dependent and underserved by existing city services!) is freedom for riders. Trains should come frequently all day, and into the late evenings and early mornings, as is common in modern automated systems (such as the Copenhagen Metro or Vancouver's Skytrain). I would heavily prioritize a system with smaller stations and shorter trains that arrive more frequently, over a system with giant stations, large trains, where trains only come every 10-20 minutes (like is often the case with the B/D / former Red/Purple Lines). This would also allow for smaller platforms despite serving more riders, which saves costs! Alt 4-5, with 2.5 minute headways (but shorter trains) would therefore be logical to me. 4) I would like to strongly voice disapproval to Alts 1 and 2. Transit in a freeway corridor will never be as useful as transit that actually serves destinations people are trying to travel to / from. Not serving the core of Westwood takes away one of the largest opportunities to reduce travel times for system riders that this project could offer. Stations by freeways will expose riders to particulate matter and noise pollution. Following the meandering route of the 405 adds travel time. Monorails _can_ be useful in certain situations , but given the existence of vastly superior alternatives (4-5 in particular), the monorail alternatives appear to be solutions in search of a problem. In short, my ranking of alternatives would be 1) Alt 4 2) Alt 5 3) (with a gap) Alt 6 and Alts 1-3 should be removed from further study. Thank you for your work on this project. I greatly look forward to one day riding it. PS: With Alts 4-5 perhaps someday the East SFV transit project can be extended to Sepulveda/Ventura via Van Nuys and Ventura Blvds, to provide connectivity to the westside for riders south of the G / former Orange Line
	Los Angeles	90016	No	2/7/2022	Going from the westside to the Valley would be huge---I have friends who live in the valley and it basically feels like they are on the moon unless we choose to drive. A UCLA stop is a necessity as well as that is a huge campus with lots of students and lots of people who work there.
	North Hollywood	91606	No	2/7/2022	This project is a long time coming and needs to be completed as soon as possible! For the monorail or heavy rail line, I don't know which one is cheaper but I vote for the one that can be built fastest, and can travel faster. I support heavy rail will travel faster but digging tunnels will take a much longer time. If so, I support heavy rail because more people can be transported that way. And driverless is the way to go! Alternative 6 would be my top choice. I support the ExpressLanes as well.
	Sherman Oaks	91403	No	2/7/2022	I'm very skeptical about the project. If it will be build with proposed solution, it will destroy life and dramatically decrease property values of communities it passing through. We have enough from people looking from cheap solutions. In the end of the day the solutions are not cheap and not effective. Let's talk about I-405 Sepulveda Pass improvement project: it did take long time, cost 1.6 billion dollars and does not improve traffic situation at all! The solution I can see- tunnel. The solution successfully implemented in number of cities around the world.
		91406	No	2/7/2022	Please DO NOT proceed with the above ground, heavy rail. This will ruin the neighborhood and is prejudice against the lower-income neighborhoods. We should have a below ground mass transit - not a poorly thought out, noisy above ground rail line that will cause congestion on an already-busy street. It should increase property values - not lower them. above ground heavy rail is not the solution!
			No	2/7/2022	I live in Bel Air, and want to express my opposition to the current plans being considered for tunneling under our community. First of all, this hardly seems like the most cost effective proposal given some of the other alternatives. While it may well shorten the route, it seems likely that the cost of tunneling through these hills and mountains would in no way be cost effective. Secondly, I live in an area where construction is constantly ongoing. There hasn't been a time in the twenty plus years that I have lived in the Stone Canyon area that there weren't several major development projects going on simultaneously. Add on top of that DWP and cable company construction which occurs consistently, and the ability to get anywhere is severely compromised. We have one road out. There have been times when I, and the people who live around me, cannot move an inch for over 30 minutes. Ordinarily that is ridiculous, but what happens if there were a serious medical emergency and no one could drive out, or an ambulance (or a firetruck!) could not get in. Would Metro be willing to stand a wrongful death lawsuit? Would anyone at Metro have any moral concern about that? I would imagine that tunneling is mostly going to occur at either end, but I am sure that there must be quite a bit of work that needs to be done along the tunnel route. The traffic caused by that work would be unbearable. I love the Metro system. I went downtown on the Expo line just a week ago. I want that line to come over from the Valley and it would be cool to drive into Westwood, park, and use a people mover or a shuttle to get to the stop at the VA. Don't spend the money to bore through mountains when there are better alternatives.

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	SHERMAN OAKS	91403	No	2/7/2022	Hi! I would prefer this train to underground. We live close to the freeway and having an above ground train will be an eyesore, unknown air problems, noise pollution, and destroy home values. Are you setting aside money to compensate home owners for that lose of value? I took the time buying my house 8 years ago to call your department and they told me that an above ground was not feasible engineering wise and now here we are 8 years later and you are proposing that very thing. With that level of accountability, I can only guess how far over schedule you will go on building it and how much more of an eyesore it will be than what you claim. I love the idea of providing transit, but underground is the only way we will favor it. Thank you for your time!
	Culver City	90232	No	2/7/2022	We need to do everything we can to reduce car use and provide alternate options. Most ideal would be a rail line, which should be as fast and reliable as possible. Despite living and working on the Westside, I rarely go to the San Fernando valley because I don't want to deal with the 405. That would change instantenously the moment a rail line was available.
	Sherman Oaks	91403	No	2/7/2022	I prefer the monorail concepts, favoring Alternatives 1&2. I dislike Alternatives 3&4, since they provide unequal implementation between Sherman Oaks and Bel Air. I very much dislike Alternative 6, I think Van Nuys and Ventura is a terrible place to put a station.
		90230	No	2/7/2022	Please commit to increasing public transit access on this rail line. Investment in this will increase ridership.
	Los Angeles	90049	No	2/7/2022	I strongly support the underground solution for the Rail line from the Valley to UCLA and do not support the light rail down the middle of the 405 the freeway.
		90277	No	2/7/2022	I have spent many hours as a lay person reading and understanding the proposed project alternatives and the trade offs and benefits involved. I support the use of heavy rail (Alternatives 4, 5, and 6) and do not support the use of the monorail alternatives (1, 2, and 3). Alternative 1 relies on a bus connection to UCLA. Among other problems with the monorail proposals, I believe this should disqualify it. Alternative 2 relies on a people mover for what would be the most used station in the system. Among other problems with the monorail proposals, I believe this should disqualify it. Alternative 3 at least has a real UCLA station, but the monorail system itself has significant problems with extremely inefficient cost/rider freeway stations, lack of connections to other Metro stations, infeasible construction techniques and locations, and generally poor future uses due to its limited technology. I believe these factors should disqualify it. Alternative 4 and 5 are broadly similar in my view, and I believe both represent the most cost effective, future looking, and environmentally sound alternatives at this time. While I understand that some may not like the idea of above grade rail, I believe the negative impacts are massively overstated, and the benefits to local property values are shown by projects such as the very successful development of properties near the Expo line, including near its elevated components. Alternative 6 is also an alternative I would support and I believe it does make potential sense from an operations cost standpoint to use equipment compatible with Metro's other heavy rail lines. However, I understand that the northern portion of the line would have significant challenges while tunneling under the ESFV line. I believe 4, 5, and 6 offer the greatest service flexibility for the future, the greatest opportunity for future expansion, the best use of the resources available to metro, and the best benefit to the future of Los Angeles as a greater whole. Thank you!
	Van Nuys	91401	No	2/7/2022	I'd like to express my support for Alternative 6, which is a heavy rail subway running below Van Nuys Blvd through the Sepulveda Pass to the Westside. Alternative 6 allows for the fastest connections and allows for a station at the intersection of the Van Nuys orange line and the ESFV light rail which is within an existing high density area with many of jobs in and around the Van Nuys civic center. All other project alternatives run up Sepulveda Blvd instead of Van Nuys Blvd, which is a missed opportunity because Sepulveda does not have as high of a concentration of jobs and it has more low density residential area surrounding it. Having a stop at the Van Nuys orange line station will allow for a seamless transition for existing riders who are already familiar with taking the current Valley to Westside bus service (the 761), which runs on Van Nuys Blvd. The Van Nuys Civic Center is a regional destination which warrants a heavy rail subway station, whereas the Sepulveda orange line area is more of a thoroughfare for vehicles to travel through, with auto oriented retail and single family zoning. Alternative 6 will be more beneficial to existing low income riders because there are more transit dependent residents living along Van Nuys Blvd within the study area than along Sepulveda. I suggest altering Alternative 6 so that it has the same southern end point as alternative 5, which is a connection at the Sepulveda Expo line station. Metro states that only around 5% of projected riders would get to the stations by car (regardless of which alternative is chosen), which means it's not necessary to have the route close to the 405 freeway because most riders would transfer to the subway anyways, therefore Alternative 6's route along Van Nuys Blvd makes the most sense. Thank you.

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	Running Springs	92382	No	2/7/2022	I'd like to express my support for Alternative 6, which is a heavy rail subway running below Van Nuys Blvd through the Sepulveda Pass to the Westside. Alternative 6 allows for the fastest connections and allows for a station at the intersection of the Van Nuys orange line and the ESFV light rail which is within an existing high density area with many of jobs in and around the Van Nuys civic center. All other project alternatives run up Sepulveda Blvd instead of Van Nuys Blvd, which is a missed opportunity because Sepulveda does not have as high of a concentration of jobs and it has more low density residential area surrounding it. Having a stop at the Van Nuys orange line station will allow for a seamless transition for existing riders who are already familiar with taking the current Valley to Westside bus service (the 761), which runs on Van Nuys Blvd. The Van Nuys Civic Center is a regional destination which warrants a heavy rail subway station, whereas the Sepulveda orange line area is more of a thoroughfare for vehicles to travel through, with auto oriented retail and single family zoning. Alternative 6 will be more beneficial to existing low income riders because there are more transit dependent residents living along Van Nuys Blvd within the study area than along Sepulveda. I suggest altering Alternative 6 so that it has the same southern end point as alternative 5, which is a connection at the Sepulveda Expo line station. Metro states that only around 5% of projected riders would get to the stations by car (regardless of which alternative is chosen), which means it's not necessary to have the route close to the 405 freeway because most riders would transfer to the subway anyways, therefore Alternative 6's route along Van Nuys Blvd makes the most sense. Thank you.
	Sherman Oaks	91403	No	2/7/2022	Please do not consider the ridiculous alternative 4 for the Sepulveda pass with elevated heavy rail trains.Alternative 4 will destroy Sherman oaks forever.
	Los Angeles	90066	No	2/7/2022	PREFERENCE: I prefer the all-above ground solutions (#1 & #2). I'm imagining high cost, excessive time & longterm surface traffic disturbance to boring underground. I also think underground tunneling is less safe for our earthquake-prone region, and more vulnerable to expensive repair after a "Big One." I also have concern about how underground stations get grungy & stinky and are less safe crime-wise. Elevators in particular (needed for porting bikes upstairs). That's my experience on the Metro. So overall, a monorail-type transpo above the Sepulveda Pass fwy is most logical to me. I also love the idea of some kind of electric vehicle or people mover transpo into the heart of the UCLA campus. Our year-round good weather is conducive to elevated transportation w/ w/ sleek windows & pleasant views. Incorporating solar panels into structural station designs would also give you kissy-points! LEARNING FROM OTHERS: I was in Old Town San Diego yesterday (02/06/22) witnessing their interlocking system of Amtrak rail (running hourly) adjacent to local electric trolley (every 5-10 mins) adjacent to the bus boarding area. This transpo hub is all above-ground and looks like it works very efficiently! Plus clean and well patrolled. My son who is currently attending UCSD is appreciative of the newly built trolley stop 500 yards from his on-campus apartment. If their system works to connect people & places, hopefully ours can too. SIDE BENEFIT: With a well-functioning network of transporation, our lower income workforce and UCLA students could find less expensive housing further from the Westside -- as long as the hours of operation support workers and students with w/ early or late schedules. CONFUSION? I'm a little confused about the the Expo line (E) connection point. Your video says the Sepulveda station but the website shows the Exposition station. Exposition station is more residential, but closer to UCLA. Sepulveda is a better hub, but would create more disruption while being built. I don't have a preference, but you may want to clear up that confusion before the next feedback window. Bundy is also a good hub, but not if you're going to dig a tunnel to get to it (IMO). My family is most interested in the NEXT phase: connecting this new transit line with LAX. That's our neighborhood! So please keep us posted when that time comes. Thank you for this opportunity to share opinions
	Sherman Oaks	91403	No	2/7/2022	What I suggest is that the Valley portion of the project remains fully underground,as a subway, for its entire length. The first station on the Valley side should be at Sepulveda/Ventura and then turn so the second station is at Van Nuys/Ventura. The route should then continue underneath Van Nuys Blvd. for the rest of the route, going north. Having the line above ground in the Valley will severley compromise quality of life for all residents near the line. It would also cause major traffic congestion and many other hazards. The price is higher that an elevated line but if it's going to be built, it needs to be built right. Afterall this project is going to serve the city for generations so let's do it right for them.
	Los Angeles	90034	No	2/7/2022	What I would like to see is the Sepulveda Transit Corridor use HEAVY RAIL instead of a monorail. This is a high throughput zone requiring high throughput transit options and heavy rail, while larger upfront costs, will pay significant dividends in the future for the growth of Los Angeles.
	Los Angeles	90034	No	2/7/2022	What I wish is that this project continues all the way to LAX, connecting the valley to LAX and all the commercial hubs in between.
	Los Angeles	90034	No	2/7/2022	monorail
			No	2/7/2022	I strongly oppose tunneling and drilling beneath Bel Air, especially with the monorail providing a more modern, and higher tech alternative along the freeway.
			No	2/7/2022	To whom it may concern, I'm an undergraduate student in the Norwalk area, and I've been following the scoping process and proposals for Metro's Sepulveda transit corridor over the last few months. Based on my experience using public transit in greater LA, and reading about transit systems around the world, I'm writing to express my support for the heavy rail alternatives 4, 5 and 6 . My main reasons for this are connectivity and capacity. Connectivity: I travel somewhat regularly on Metro's C and A lines, and while the experience is generally positive, getting to Norwalk station from my neighborhood in La Mirada is inconvenient by bus, meaning that I usually end up driving or carpooling. Being able to access mass transit directly makes a huge difference, which is why it's critical that an alternative be chosen that connects directly to UCLA. Capacity: Heavy rail, both automated and conventional, has been shown worldwide to have better capacity and reliability than monorails. Modern signalling technology enables automated rail to achieve up to 90 second headways, with higher peak speeds than any monorail. The sepulveda line would be best served by heavy rail given its high capacity demands. For these reasons, as well as those of travel times, construction disruption, and vehicle reliability, I strongly recommend proceeding with a heavy rail alternative rather than a monorail.
		90066-2718	No	2/7/2022	I see options 1, 2, 3 and 4 as potentially wonderful additions to our transit system. Option 5, however concerns me deeply regarding the southern terminus, which is not on Sepulveda. As was mentioned early on in the planning of the Sepulveda Transit Corridor, if the eventual hope is to extend the route to LAX, putting the route along

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					the east of the 405 along Sepulveda is the obvious way to go. The right of way is already there and it is already a huge roadway able to easily accommodate more traffic than Sawtelle, Inglewood, or Centinella, the other most used north south routes which are already in constant north south gridlock after 2:30 each weekday.
	Sherman Oaks	91403	No	2/7/2022	When considering the environmental impacts of this project, I would hope the committee would consider the impacts of NOT doing the project, meaning the continued amount of pollution we deal with daily from car congestion. Reducing car traffic would make such a difference to the environment and I cannot wait for the day I can take a train from Sherman Oaks to where I work at UCLA.
	LOS ANGELES	90049	No	2/7/2022	I really like the idea of rail connecting the Valley with UCLA and the westside. My wife works as a doctor at UCLA and we live in an apartment in Brentwood, but now that we have had a kid we are looking for housing in the valley because the Westside is so expensive. As more and more of the UCLA community gets pushed further away, it's important for us to be able to access it quickly and sustainably rather than adding more cars, traffic and emissions to the 405. I suggest using a heavy rail option to connect the Westside. Pre-pandemic I often took the Expo line to go to my own office downtown, but it was very slow and driving was typically faster even though the line ended right at my office. Repeating this same approach of slow, frequently stopping rail will result in many people continuing to opt to drive -- a wasted opportunity for such a long and expensive project. I hope that Metro opts for option 4, 5 or 6 as described at https://thesource.metro.net/2021/11/30/public-comment-period-begins-today-for-sepulveda-transit-corridor-environmental-study-here-are-the-six-alternatives/ .
	Sherman Oaks	91403	No	2/7/2022	I prefer options 4 or 5. Heavy Rail along Sepulveda Blvd. in the valley, especially the one that is above ground. It would be cheaper and faster to build. Heavy Rail has the highest passenger capacity and would connect better with Metro's other lines. The areas in Sherman Oaks along Sepulveda that would be affected are not that upscale and the community would be better served by a visible rail line. Nice that it would connect with the Orange Line, which should be a light- rail line. (Your new number naming system is a too confusing by the way. Please return to color coding. Much easier.) I also see no point in running the new line along Van Nuys Blvd. which is soon going to get an above-ground street car line. I also cannot imagine the traffic problems construction would cause on Beverly Glen, which is even now hard to navigate. Please also do not listen to the SOHA. They are just a couple of guys against anything that would change things in a positive, meaningful way. I have lived here in Sherman Oaks for 30 years and do not feel they accurately represent my opinions or those of my neighbors. Please do what is best for all of LA, not just for a small, self-appointed clique of nay-sayers. I also hope you can get construction started sooner rather than later, as I want to live long enough to ride the thing. I also wish you could have a station near the 405 and Mulholland or the Getty Center. (I should mention that prior to covid, several years ago I attended several community meetings at Van Nuys City Hall to learn about this project from Metro and am disappointed that several years later there is still no plan decided upon, much less a start date for construction announced. Let's get going!)
	encino	91436	No	2/7/2022	do it now.
	Los Angeles	90077	No	2/7/2022	Hello, Are you aware ALL residents who live on Stone Canyon Road in Bel Air have to carry flood insurance? Not only is there a great deal of water under the street all year round--when it rains hard the street turns into an impassable river. Insurance companies know there is also the threat of the Stone Canyon Reservoir Dam leaking or breaking from either earthquake, intense vibrations, or weakening the earth around it. Tunneling anywhere even remotely close to that old earthen dam built in 1924 could weaken it significantly. If the Stone Canyon Reservoir Dam ever breaks thousands of people will be killed. Tunneling under narrow Stone Canyon Road which used to be a horse trail is not safe or smart. Also, the hillsides in Bel Air have very crumbly soil which does not compact well. A developer built a new home on one of our fragile hillsides. He is now required by The City to remove it because the home does not have a safe foundation and is poised to fall down the hill onto several homes below. There are many other facts but these are just a few reasons why tunneling in Bel Air is a bad idea.
	Sherman Oaks	91403	No	2/7/2022	I strongly support alternative 4 & 5 both will be underground and will allow the public to avoid traveling the 405 but also allow the San Fernando Valley residents to not be exposed to more above ground travel noise. Please keep in mind that the Van nuys airport has increased its private jets and operations in such a way that the noise pollution from the landing/taking of private small jets has become unbearable and to add another above ground rail will not at all be healthy and good for the San Fernando residents. It is time that the San Fernando residents are being treated equally with the Bel Air and Beverly Hills residents. Most of the tax money is currently not at all being spend on the SFV Roads traffic light improvements or starting to move power lines below ground. All of what has been realized in the Westside areas of LA.
			No	2/8/2022	Please do not select the one that ruins long established neighborhoods and displaces so many families. With housing costs, we would never be able to get into another home like we have. There are other ways to avoid misplacing humans and animals. Maybe you should wait until you get funding for the hard rail thru the mountain? DO not take the cheapest option available to you, but you will and not worry about disrupting commuters, office dwellers, business', apartment dwellers. Beacause we have learned you do not value our lives. Only what you think we want. You ask for opinions but you really do not care. It is a farce to think you do.
	Los Angeles	90004	No	2/8/2022	Metro should never again build transit stations at - or even adjacent to - freeways. Metro's existing mid-freeway stations on the C and L lines are noisy and polluted. Please do not make this error again on the Sepulveda transit project. Any freeway stations designs should include structures and ventilation to mitigate air quality and sound issues - at a minimum similar to Hannam Station in Seoul, South Korea.
	Los Angeles	90064	No	2/8/2022	I very strongly support this project in general, and I love that LA is working to add public transportation options to connect more parts of the region. I strongly prefer alternatives 4-6 over 1-3 because freeway-based public transportation can be dangerous and a deterrent to public transportation riders. I would like to see research on whether the Expo Line Sepulveda or Bundy station is a more convenient Southern terminus for riders.
	van nuys	91406	No	2/8/2022	Alternative #6 would be best for Sherman Oaks residents and businesses

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	Camden	71701	No	2/8/2022	As an advocate for mas rail transit everywhere in the world, I have some thoughts about the Sepulveda Corridor: I am of the opinion that any option for the Sepulveda Corridor that misses the UCLA campus completely should NEVER be considered, so alternatives 1 and 2 are out; If LACMTA insists on building monorail, then 3 is the only acceptable option. If LACMTA is shooting for heavy rail, the rolling stock for any Sepulveda Line should be 3 cars with an option for 6. And the line should have footings to allow for an eventual extension to Los Angeles's International Airport. We know Getty Center won't have a station, so anyone wanting to access the Getty Center from the Metro will be in for a really long trek. I am in agreement with SkyscraperCity users wen they state that it's clear that Monorail is a terrible option, and heavy rail is the end-all-be-all. Los Angeles is not Chongqing or Sao Paulo. Bus lines and people movers are not going to help a major city's biggest transit hubs, either. I implore the Los Angeles County Metropolitan Transportation Authority: Get this right the first time so we won't have to waste any money demolishing it later just to fix the problem you accidentally create. One SSC user (BJC450Chicago), lower-capacity monorail will cripple the LA Metro system forever. This is why LA's still-growing population needs to rise up against monorail. LA's Metro should get more and more extensive because of it, and I hate the high costs of building grade-separated metro in the U.S. of A., or anywhere else in the world.
			No	2/8/2022	I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains.
	Sherman Oaks	91403	No	2/8/2022	The Sepulveda Transit corridor would help me get to and from work immensely. I live in Sherman Oaks and commute to Westwood every Monday-Friday. I hate sitting in traffic on the 405 every single morning and evening, and would love the alternative to take a train through that corridor where I could read or work on my commute, rather than stare out my windshield mindlessly watching the bumper of the car in front of me.
	Sherman Oaks	91423	No	2/8/2022	Your Alternative Concept #4 is a NO! VERY OPPOSED TO #4 Planning to put underground through the Westside and stick the Valley with noisy above-ground heavy rail that will cause the removal of MANY homes & businesses...? NO WAY! Alternatives 5 & 6 are good but so far out of budget. The other Alternatives are OK with ROUTE CHANGES.
	Los Angeles	91401	No	2/8/2022	I'd like to express my support for Alternative 6, which is a heavy rail subway running below Van Nuys Blvd through the Sepulveda Pass to the Westside. Alternative 6 allows for the fastest connections and allows for a station at the intersection of the Van Nuys orange line and the ESFV light rail which is within an existing high density area with many of jobs in and around the Van Nuys civic center. All other project alternatives run up Sepulveda Blvd instead of Van Nuys Blvd, which is a missed opportunity because Sepulveda does not have as high of a concentration of jobs and it has more low density residential area surrounding it. Having a stop at the Van Nuys orange line station will allow for a seamless transition for existing riders who are already familiar with taking the current Valley to Westside bus service (the 761), which runs on Van Nuys Blvd. The Van Nuys Civic Center is a regional destination which warrants a heavy rail subway station, whereas the Sepulveda orange line area is more of a thoroughfare for vehicles to travel through, with auto oriented retail and single family zoning. Alternative 6 will be more beneficial to existing low income riders because there are more transit dependent residents living along Van Nuys Blvd within the study area than along Sepulveda. I suggest altering Alternative 6 so that it has the same southern end point as alternative 5, which is a connection at the Sepulveda Expo line station. Metro states that only around 5% of projected riders would get to the stations by car (regardless of which alternative is chosen), which means it's not necessary to have the route close to the 405 freeway because most riders would transfer to the subway anyways, therefore Alternative 6's route along Van Nuys Blvd makes the most sense. Thank you.
		91403	No	2/8/2022	NO OVERHEAD option. Metro underground is preferred. less noisy. less ugly. less disruptive
	Los Angeles	90034	No	2/8/2022	I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. Please consider the following: • First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. • Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. • Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. We would certainly hope that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.
			No	2/8/2022	I am opposed to having a subway built

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	Sherman Oaks	91401	No	2/8/2022	I am leaning toward the underground alternative for the Sepulveda transit corridor. I would like to limit the displacement of existing homes and businesses. When the environmental review is conducted, I would also like more information about the potential environmental impacts of the alternatives--how noisy would an above-ground train be? Are any of the alternatives more energy efficient? The Sepulveda pass is also an ecologically sensitive area for wildlife and fires--how would the impact of the construction and the presence of trains be mitigated? Thank you.
	Santa Monica	90405	No	2/8/2022	Please have a 3rd rail for express train. Trains should have priority at traffic lights
		91423	No	2/8/2022	I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains. I am opposed to all other options.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
		91403	No	2/8/2022	What I wish is for the transit to be underground as opposed to above ground. This is due to environmental concerns, noise pollution, eye sore and loss of home value
	Sherman Oaks	91423	No	2/8/2022	I have been riding the North Hollywood subway since 2000. That successful project should serve as an example for the Sepulveda Transit Corridor. I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains ruining the quality of life for Valley residents.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. A subway under Bel-Air is not the answer. Rather, a monorail down the 405 will service far more people, cost half as much, and be completed in 1/3 the time. Also, opting for a monorail down the 405 versus a subway in our hills will have far less negative environmental impact and be far safer for those riding the transit should a fire or earthquake occur.
	Los Angeles	90068	No	2/8/2022	What I Like.. more mass transit What I wish... that HOV lanes become a thing of the past. They don't work. As a commuter through the corridor the more roads built, the more cars. Los Angeles has spent billions on expanding roads and it is a waste of money. Would be great to have this as a monorail to work within the same footprint of the corridor which would minimize neighborhood impact and possibly lessen costs. What I suggest...look at this through the eyes of climate impact only. It's a crisis, it's real. No more cars. Don't fall back on the tired "but people in LA love their cars." Give them a really, really good reason to not drive anymore.
	Los ngeles	90034	No	2/8/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90034	No	2/8/2022	Please support a heavy rail train that will return a better investment for the city, rather than a monorail.
	Sherman Oaks	91403	No	2/8/2022	As a 23 year resident of Sherman Oaks, I know what is good for my neighborhood, and I know what is bad for my neighborhood. If Metro wants to build an above ground transit system through the streets of this neighborhood, that is a very BAD idea. The trains will be noisy, the construction will be disruptive to daily life, the elimination of residences to build the infrastructure will cause people to have to be moved, at a cost to the taxpayers, and a huge disruption to their lives. The above ground construction will cause dust, dirt and noise. I will only support an UNDERGROUND subway and prefer the proposed Alternative 6. This solution will provide

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					better community access, economic development, be less disruptive and cleaner to the environment. I oppose all the above ground alternatives – Alternatives 1, 2, 3, and 4. They will be Noisy, ugly, create traffic issues, displace residents and impact local businesses. I don't want elevated trains in my neighborhood.
	Los Angeles	90015	No	2/8/2022	All major highways in the Los Angeles basin have either rail or BRT close by, with the Expo, Green and Silver lines following the course of the 10, the 105 and the 110 respectively. The glaring omission is the 405, which leaves those traveling between Santa Monica, Playa Vista, and the Beach cities no other option but to sit in traffic. Metro should fix this oversight as soon as possible.
		91606	No	2/8/2022	I like Alternative 6 the most with Alternative 5 being a close second choice.
			No	2/8/2022	My comment is I like alternative 4 and 5 I think heavy rail makes the most sense for the amount of traffic that the line is likely to get and underground I think would be more practical seeing as it would go straight to UCLA and then stop right on the E line, the only negative to this of course is that it will not hit the Getty Center. So I am not opposed to a plan like 3, alternative 3 where it goes to the Getty center, but that is a monorail option and that is what I have more of a problem with, is the monorail does have less people available to ride on it at a time. I know that it shows up more but I think heavy rail still makes more sense. The last comment I would like to make is more of a suggestion and you may have covered it but I really think it is worth exploring further, extending the line the little last bit from the E line all the way down to where the LAX people mover will be. I know there are other rail lines that do connect or will connect at some point but you would have to go out of your way to get on the E line and then get on the crenshaw line to get to the people mover when that would be a significant **inaudible** where as a straight direct line would be much more practical, I know more expenses and more time consuming, but would help a lot of people and since you are going through the trouble already digging the line potentially, continuing on or putting plans for an extension in place so that people know that it is coming in the future if you just want to get there with what is currently in plan placed first. So thank you and this is someone who is in the valley, Van Nuyes and yes thank you very much.
			No	2/8/2022	I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains.
		91423	No	2/8/2022	I would like to express my support for Alternative 5. This option seems the most reasonable and balanced while providing access to the most critical locations along Sepulveda Blvd. in the valley.
	Agoura Hills	91301	No	2/8/2022	I support Alternative 6: Heavy rail that would be entirely underground including along Van Nuys Blvd in the San Fernando Valley and with a southern terminus station on Bundy Drive next to the E Line on the Westside. It would accommodate some 800 passengers and would serve areas of denser population than would Alternatives 4 or 5.
		90024	No	2/8/2022	This is certainly a long overdue project. I certainly support the project as a whole. However, I am somewhat puzzled by the monorail alternatives. First of all, the alignment seems to be quite misguided. A line along I-405 with stations in the worst possible locations along the freeway? Bypassing UCLA completely? Seriously? These are very strange choices that cannot be supported. From the prospective of the alignment alone, all monorail alternatives make the project mostly worthless. Besides the alignment issue, I think it is a mistake to go with an untested proprietary technology. I know of another monorail - in the Newark International Airport (my family lives in that area) - and that monorail seems to have spent more time being closed or "upgraded" over less than 20 years of its existence than in an operational condition. I don't think we need such a boondoggle here, in California. Let's go with the proper heavy-rail alternatives and build a full-scale subway line this metropolitan area fully deserves and needs. Thank you.
		91411	No	2/8/2022	I like option 6 as it is entirely underground and as such I believe it would not cause disruptions to Sepulveda Blvd or the 405 freeway. I am against option 4 because of the disturbance, additional noise, and increased traffic on Sepulveda.
	Sherman Oaks	91401	No	2/8/2022	What I would like is a seamless subway connection from mid-San Fernando Valley to UCLA to LAX, completely underground. What I wish for is an end to total reliance on the 405 Freeway, Sepulveda and side streets to handle all people movement from SFV to UCLA (Westwood) and LAX. Get the commuter traffic off our suburban Sherman Oaks streets. Integrate the Sepulveda Transit Project with the emerging transit network and easy transfer stations. What I would settle for is the proposal 3 as a compromise. I appreciate Proposal 6 as the favorite of Sherman Oaks Neighborhood Council (SONC), but I think it is very far-fetched.
			No	2/8/2022	I live in the Valley and Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda.
			No	2/8/2022	I live in the Valley and Alternative 4 doesn't work for us. It will divide our community, increase noise levels, and isn't fair. Stop considering Alternative 4 and give us the community access we deserve, just like other parts of Los Angeles like the Westside and Gold Line. We want at-grade or underground rail on Sepulveda.
	Oxnard	93036	No	2/8/2022	Use the first half of Option 5 and the second half of Option 6. This should have the least amount of impacts while still providing the Valley with equal high quality transit design that is found in Downtown and Hollywood. The heavy rail design also allows for larger passenger volume trains, which will most likely be necessary. Also, the Sherman Oaks Homeowners Association and Bel-Air Association are wrong in their assumptions that the lines would cause significant disruptions outside of construction, or that it would cause impacts to land values. Studies have shown that increased access to high quality transit actually improves land values. I would also not abandon the monorail design but instead look at connecting the Metro E-Line or Ventura Blvd station to Ventura County (Ventura or Oxnard). Granted this is outside the scope of this project, but i wanted to mention it for the future.
	Los Angeles	90077	No	2/8/2022	I've lived on Roscomare Rd. for almost 30 years and have witnessed an enormous amount of increased traffic jams on the 405 corridor to the point of insane gridlock! The Billion Dollar$$$ "Carmegedan" project a few years ago has done little, if anything, to improve the movement of vehicles on the 405 corridor. What a waste of taxpayers' money! Mass transit is THE ONLY SOLUTION to alleviate the problem of getting all of us to get to our respective destinations on time and unfazed. A Monorail would be ideal.

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	Tarzana	91356	No	2/8/2022	Dear Metro Board of Directors: I am writing to urge you to proceed as quickly as possible in the construction of the Sepulveda Transit Corridor Project ("STC"). Since I am not a transportation expert, I can only tell you what is most important to me, as a homeowner in the San Fernando Valley with friends and family throughout the city, some of whom I rarely see because of the traffic challenges. After reading proposals, sitting in on meetings, and listening to speakers here is what I would ask: Do it quickly. It is really the only way to bring our city together, allow everyone to get to their jobs, schools, families and cultural events without having to sacrifice their sanity and also to get our region to reduce pollution in a meaningful way. Do it using existent lines whenever you can and with as few barriers for transit riders as possible. Stop at UCLA, if at all feasible and also within the Sepulveda Corridor so the Getty and Skirball Centers are also accessible to all. Try to run through those areas that are already densely populated. Clearly that will tend to get more riders. Be very judicious about making lower income people move; displacement of those most likely to use the service is counterproductive and must be avoided. Needs of renters should take precedence over disproportionate gains for real estate developers. Thank you for doing your best to assure that the Sepulveda Transit Corridor Project is reflective of the inclusive, compassionate, environmentally forward-thinking community Los Angeles County is striving to be.
	Sherman oaks	91403	No	2/8/2022	This massive boondoggle sounds just like the idiotic plans of the 1980s re monorail and/or subway and/or light rail — and we know how THAT ended! Subways through the mountains? Monorails atop freeways? Light rail destroying such heavily traveled vehicle routes as Sepulveda and Van Nuys Blvds? What about all the businesses and residences that would be destroyed and with no improvement to current roads and other infrastructure. What about PARKING and STATIONS for these pie in the sky ideas using monorails/subways/light rails. What about $$$$$?? No amount of funding will ever be enough! Leave transport as it is! ALL of the recommendations are beyond ridiculous and will resolve NOTHING, JUST CREATE MORE CHAOS. AN EMPHATIC NO on ANY of the 6 insane options!!!
			No	2/8/2022	Alternative 6!! The best option to not DISRUPT all the homeowners / nature along Sepulveda pass. We all had to endure the widening of the 405 frwy and now another construction (noise/ traffic) for the next few years? PLEASE consider option 6!!
Laborers International Union Local 300			Merged Document	2/8/2022	
			No	2/8/2022	To whom it may concern, A moveable median on the sepulveda pass would be the most effective and fiscally responsible solution to the traffic. The golden gate bridge has a wonderful example of this. I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	To Whom it May Concern, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	We are a resident of Bel-Air and we strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. My concerns are on many, multiple, levels. First, the tunneling project will be disruptive; I am concerned about the impact of easements for the air vents that could end up on anyone's street or property. Second, there will be noise and vibration during operation. Finally, the long term cost is an issue- I worry that this alternative will turn out to be the most costly and will likely not see operation until the 2050s. The tunneling project potentially involves the loss of hundreds of millions in property value as well. Sincerely,
			No	2/8/2022	I am a 45 year resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. You will ruin what is one of the most precious residential areas not only in the city but in the country. You should not even be considering such a thing. DON'T DO IT! Sincerely,
	Los Angeles	90049	No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Why would you pay more to go underground, when the Sepulveda pass can easily accommodate a metro train that would be a fraction of the cost, and would better serve all communities? What safety studies have been conducted to ensure that any estimates that this can be done are even correct or priced right? Please vote no on any underground solution that would tunnel under Bel Air or further in the neighborhoods surrounding UCLA. The Sepulveda Pass has the ability, openness, and correct price structure to make that the correct choice for placement of any mass transit.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. - It will take resources away from other important causes/priorities for the city - this is the most expensive option, multiples the price of other options like monorail or even gondolas. As a result, it shifts billions of dollars away from being able to deal with many of the critical issues facing the city - like homelessness for example - It will expose the city to significant liability from the impact of digging/explosions on shifting foundation of older homes in the area - we have seen this in other cities, except that these are more expensive older homes that will be damaged - It will reduce home values in Bel Air thus reducing the city's residential tax base, reducing the city's ability to tackle other problems - It is a less attractive option for tourists to the city - the aboveground options could have stops at the Getty, Skirball Center, and expose tourists to the beautiful views of Santa Monica mountains, driving. instead they would see a tunnel and nothing else - The construction will take significantly longer than an above-ground option, resulting in less benefit for the consumers of the transportation On any and all measures the tunneling options are far inferior to the above ground options. They are multiple times more expensive, would take significantly longer to develop, expose the city to more liability, reduce the tax revenue base, and

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					would be less attractive. There is currently an above ground transportation option being developed from UCLA to the west side - why wouldn't the city just continue that mode up to the valley? The city must choose an above ground option - it is the only right option for *all* citizens of Los Angeles.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/8/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Notably, Bel-Air contains important environmental areas such as Riparian zones (Stone Canyon), protected native trees areas and significant wildlife.
	Los Angeles	90068	No	2/8/2022	I wish that the alternative with the highest ridership and fastest north-south trip is chosen. This is a once in a lifetime opportunity to do things right, and build a rail line that is fully underground and doesn't have inaccessible stations in the middle of a highway. Do the right thing. I can't wait to ride on this line! Thanks to Metro for all the hard work in making this happen.
		91303	No	2/8/2022	Rail transit is long overdue for this corridor. There must be a stop on the UCLA campus, as that destination generates a lot of the traffic through Sepulveda Pass.
	Sherman Oaks	91403	No	2/8/2022	I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains.
	Los Angeles	90034	No	2/8/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90049	No	2/8/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues. Best,
			No	2/8/2022	I am a resident of Bel-Air and I strongly support Metro's alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor because they provide direct access for UCLA students, staff and parents without unnecessary bus or people mover transfers. I have no concerns tunneling would impact our community as I have read the tunnel proposal for the single bore alternatives and it states they would require no ventilation shafts. I believe the monorail would result in constant 405 closures that would impact us much more than a tunnel which would be far too deep underground for us to ever notice. To alleviate my neighbors concerns I believe Metro should first tunnel the portion between UCLA and Expo to prove how limited the impact would be.
	Sherman Oaks	91423	No	2/8/2022	I would suggest that the new metro line be an above ground metro. I used to live in Santa Monica and the metro rail was built at the end of my street at Colorado Blvd and 11th Street. I feel an above ground metro will be safer and cheaper to build. Thank you.
	north hollywood	91602	No	2/8/2022	Hello, I have been following this project for some time now, and I strongly prefer the Alternative 4 hybrid aerial and underground heavy rail option. If there's any cost issues, having the valley portion of the line to the 405 be in the air should help. I also like this line being separate from the proposed light rail line on Van Nuys Blvd, but still connecting to the Orange Line at Sepulveda Station. I wish that a monorail was not an option for this project, as introducing another form of rail is bad for rail network connections, specifically for the new Westwood purple line, not to mention the addition of a people mover from the monorail to reach UCLA. On that note, I would suggest that Sepulveda line connecting to the Purple line at the proposed Westwood station, with a n additional station on the UCLA campus, before connecting to the Expo Line, as you'll get the highest ridership with UCLA students and faculty, as well as those working, living, and shopping in Westwood. Thank you for your time.
	Beverly Hills	90210	No	2/8/2022	What I need from this project most of all are simple, sane connections to other Metro rail lines. For that reason, alternatives 1-3 (monorail) are totally unworkable from my perspective, since those alternatives' stations don't even come close to reasonably connecting to the D or E line stations. That's not even to mention the loud, smelly freeway stations, the much slower commute, and the years of construction traffic on the 405 all guaranteed by the monorail alternative. Alternatives 4, 5, and 6 would all work well from my perspective. I'm especially a fan of 6 because it has a stop by Sawtelle, an area I'd like to be able to take the train to.
		90293	No	2/8/2022	Everyone should do themselves a service and look into the history of corruption between the city of Los Angeles and transit company BYD. Make it known that we don't want that corruption to continue into this project. The monorail proposals from BYD are insufficient, shortsighted, and would cause construction on the surface of the 405 for a decade. Members of city government who are willing to shortchange a generation of Angelenos should be called out for their willingness to do so and contributions from BYD need to be disclosed. SAY NO TO THE MONORAIL.
	Sherman Oaks	91403	No	2/8/2022	I am against this issue. It will make it easier for get always when it comes to crime. It will invite more transits. This is a very bad idea. Also our wildlife in the Santa Monica mountains will suffer as well. Homeless on the south side of Ventura Bl. in residential area. Our street smell of urine. This is what our current administration has done to our neighborhood. Don't forget the graffiti every place as well.
	Granada Hills	91344	No	2/8/2022	Please do not choose the Disneyland style monorail! This line needs to be heavy rail to accommodate the amount of people that will be using it. It WILL be the most used line in the Metro System. Invest in the future...it is worth the cost. PLEASE DO NOT DO WHAT SPRINGFIELD DID IN THE SIMPSONS!!!! Respectfully-

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	Van Nuys	91401	No	2/8/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Fountain Valley	92708	No	2/8/2022	Please go with the heavy rail options. They will serve UCLA with higher capacity. Proposals 4 or 5 are the best of them.
	Los Angeles	90077	No	2/8/2022	I'd like to encourage you to think more boldly. A train down the Sepulveda Pass, probably a combination of surface, elevated, and underground where appropriate, is less expensive and faster to build and maintain. Most rights of way already exist and it would have the least impact on residential neighborhoods. Also, please consider that building down to LAX now makes the most sense. New funds are available from the recently passed Infrastructure Plan and the state has a large windfall. We should take maximum advantage of the current financial situation. Adding roughly 2'x4' solar panels within the track design would produce a tremendous amount of energy over the distance, far more than necessary to power electric trains. Excess could be fed to general use in the city. Using existing freeway lanes on the 405 wouldn't be a sacrifice, but rather, a boon since it would dramatically improve transportation overall. The lanes added recently have done little to improve traffic flow and we should be discouraging auto traffic for a host of reasons. A surface train all the way to LAX would be a huge step forward and it seems inefficient to build a Valley to Westwood line, then later and at higher cost, continue to LAX. Far better to do it as one integrated project. Given the scale of the project and the necessity of building more such lines in the Los Angeles area in the near future, I recommend asking for carriage and engine design for a wholly electric system from visionary constructors, seeking reduced carriage weight, solar integration, and other imaginative ideas that can reduce costs of operation and maintenance and, at the same time, create a very pleasing experience for riders as well as adjacent communities. Fortune favors the bold.
	Los Angeles	90034	No	2/8/2022	I like alternative 6 most, but 5 and 4 are preferable to any of the monorail options (alternatives 1-3). I think a genuine UCLA connection on campus like in Alternatives 3-6 is a must. Having the connection be near the 405 is way too far from such a high traffic location. I also strongly suggest going fully underground like in Alternative 6. It makes for straighter lines and avoids any problems with sight lines above ground stations. I assume the straighter lines should enable shorter ride times--which I think is very important. I also like alternative 6 because it supports the most riders (highest capacity) of the six options. Building a train with lower capacity seems like a wasted opportunity.
		90034	No	2/8/2022	I am a westside resident and I strongly support Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. The wealthiest and most entitled residents of our city and region should not be able to derail a critically important transportation project like this. The Sepulveda cooridor should be HRT with a stop directly on the UCLA campus and monorail options should be off the table.
			No	2/8/2022	I am a stakeholder of Bel-Air and I strongly Support Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Future of LA is needs more subways, monorails, and mass transit!
			No	2/8/2022	As a resident of Los Angeles County and avid transit rider, I encourage Metro to chose the route and path that benefits the future of transportation in the city and not be strong-armed by a few wealthy homeowners who do not understand leaving the world a better place that they found it. The monorail alternative is a relic and should not be considered. We need proper integration of our system, a high-quality transportation option linking where people live and where they work. That’s equality. LA has a history of folding to a vocal minority in opposition and if they hadn’t 40 years ago, the city would have equity and equality unparalleled in the nation. Instead a

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					small group feels like they've earned a larger voice because of the zip code they were born into. Teach wealthy Angelenos that fear mongering works no more. Approve a single bored HRT route and educate those uninformed that the science does exist (and is being studied for this) that does not require ventilation shafts.
			No	2/8/2022	I am a resident of Los Angeles and I strongly support Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. These alternatives will benefit the community as a whole and any aesthetic pain (ventilations shafts on public property) born by this echo chamber community will be vastly outweighed by the economic and environmental benefits provided to Los Angeles County and the broader region. Please ignore any community input from this deeply unserious group of obstructionists and push forward with what's best for Los Angeles (not a monorail).
	LOS ANGELES	90049	No	2/8/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.
	Los Angeles	90035	No	2/8/2022	The sepulveda line must have a stop at UCLA that connects to the other lines. This service is vital to students and campus workers like myself. To fail to include it would be a massive failure of transit policy. I urge you to demand the UCLA stop is included!
	Los Angeles	90034	No	2/8/2022	I currently work at UCLA's School of Public Affairs. I think UCLA definitely needs a stop along the Sepulveda Transit Corridor, which would support both students and workers have the possibility of living in the Valley without a car (which would definitely open some options for more affordable homeownership options). In terms of the specific options available, I don't have a strong opinion other than the option chosen needs to quickly get commuters end-to-end. A large part of the people not riding the metro in LA is seeing it as an inferior good to driving. The reality is driving is whack in LA but light rail doesn't always cut it for commuters.
			No	2/8/2022	I just listened to the sound provided on the Bel-Air association website of what it would sound like to have the Sepulveda transit corridor and I find it to be quite calming! I look forward to the corridor being completed and bringing a nice sense of peace to this fraught community.
			No	2/8/2022	I've seen some information from the Bel-Air association about the new transit line from metro and I'm extremely thrilled by the access that would provide and don't find the noise disruptive in the least. In fact, I can't imagine how I would even hear that without setting my phone on a sewer grate just for the sake of causing a Karen fuss to keep public transportation out of my wealthy neighborhood. I would like to voice my full support for this metro line.
		90731	No	2/8/2022	The Sepulveda Pass Corridor Project is a critical link between multiple major job and residential centers in the region. It is important this project is done right to secure an effective transit line and network. The best option is Alternative 6. Alternative 6 is the fastest, most efficient way to connect major centers such as UCLA, Sherman Oaks, and Bundy Station. Monorail is not a good idea because it is a new type of transit for LA. This means monorail unforeseen issues during construction, as well as the need for entirely new maintenance practices and parts on hand, which will make for less efficient operation. There is only one international case study of monorail transit, where there are countless heavy rail success stories, including within Los Angeles. The heavy rail alternatives also avoid a potential protracted legal battle with Caltrans that could extend costs and construction schedule. Alternative 6 also provides the best path forward for expansion. Transit lines and stations adjacent to Freeways are historically less successful and environmentally safe than their counterparts that focus stations in community centers. It is critical that Metro has an effective connection to UCLA, and connects other community centers without requiring riders to use Freeway-adjacent stations to use the system. For these reasons, Alternative 6 is the only viable path forward for Sepulveda Pass. Thank you.
			No	2/8/2022	I am a resident of Bel-Air and I strongly approve of Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.

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	Los Angeles	90024	No	2/8/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project: I suggest that the Sepulveda Transit Corridor include the following: 1. Direct stop at UCLA 2. Direct stop at Westwood Village 3. Connection to the Purple/D Line A UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system. With a daytime population of over 82,000 (equivalent to that of a mid-sized city), Metro would be missing a huge opportunity to serve that population. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. I would like Metro to eliminate alternatives 1 and 2 and instead investigate this alternative: 7. Heavy rail with underground alignment including along Van Nuys Bl in the San Fernando Valley (as in Alternative 6), and southern terminus station at Exposition Bl (Metro E Line). Thank you,
	Los Angeles	90024	No	2/8/2022	As I understand it, many alternatives have been proposed for this project. The options that build a monorail along the 405 may be cheap or efficient, but they aren't what people need. The purpose of rail should be to move people from place to place in a convenient way. Walking from city centers to the 405, or otherwise having to transfer seven times to get on the monorail isn't feasible for many people. A stop at UCLA/Westwood along the STC will be efficient, convenient, and is exactly what the people in our community need.
	North Hollywood	91601	No	2/8/2022	I STRONGLY support the construction of a monorail or rail transit in the Sepulveda corridor that connects Van Nuys to UCLA/Westood and the Expo Line. This would dramatically improve travel between the West Side and the San Fernando Valley ??and go an enormous way to bringing LA's public transit into the modern era. LA deserves a public transportation system on par with the other great global metropolises. Please do not yield to those who will attempt to stop this project for the sake of their hilltop views or their property values. Thank you, Resident of LA for 18 years
	Northridge	91325	No	2/8/2022	A toll lane on 405 is the worst idea I have ever heard.People in can barely afford a place to live and now you want to make them pay to get to work on time? But if you have money you can just skip the line. This is just cruel.
	Los Angeles	90066	No	2/8/2022	Please have congestion pricing. People need to be disincetivized to use the roads.
	Los Angeles	90049	No	2/8/2022	Metro should NOT support any type of monorail project. That is a waste of money and will cause more traffic on the 405 freeway by removing needed traffic lanes on the 405. Metro should also NOT support any type of paid HOV lane. The current HOV lane was sold to the taxpayers as a carpool lane that would be free, except for the tax money used to construct it. Metro should not participate in a lie or breaking a promise to the citizens of Los Angeles.
	Los Angeles	90049	No	2/8/2022	I believe this project is essential to modernize the Los Angeles area and hope it can go forward smoothly.
	Sherman Oaks	91403	No	2/8/2022	Dear Metro Staff, I'm pleased to have the opportunity to comment on this project. While I understand SOHA and some individuals in my community would prefer a fully below ground option, I feel their concerns are unwarranted. What I like: - Option 4 seems to move the greatest number of people the most quickly. - Option 4 also seems to control costs while allowing quicker implementation by avoiding tunneling. What I suggest: - I grew up in an area of Maryland where the Washington DC Metro is above ground. Property values have continued to soar in the areas adjacent to Metro stations. I also currently spend time in South Pasadena, CA which has above-ground trains and high property values. I suggest sharing data that shows how above-ground trains can still support high property values as this is a concern in online comments I've read and in the SOHA literature. Thank you for your work and diligence.
			No	2/8/2022	I am a Los Angeles resident who strongly supports Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
		90502	No	2/8/2022	HOV LANES YES. EXPRE$$ LANES NO!
	Sherman Oaks	91403	No	2/8/2022	I'm very against this project. It would be much too noisy to the residential area and cause our property values to go down. I live at Magnolia & Sepulveda. I hear so much traffic noise as it is now. I can't imagine more traffic!
	Sherman Oaks	91403	No	2/8/2022	I have lived in two cities (Chicago and Paris) with elevated train service similar to what is being proposed. I used both systems to commute to work, which saved me thousands of hours in the car. Both systems were constructed in the early 1900s, and I imagine that it must have been a hassle for local residents at the time. But they have allowed millions of people to reduce their dependency on automobiles. I fully support the project as it is currently planned and I hope to live long enough to see it implemented.
	Canoga Park	91304	No	2/8/2022	I favor all above ground transit. Underground will take too long. Option #2 sounds the best to me. We need alternatives to the 405 ASAP.
			No	2/8/2022	My family resides in Bel-Air and I strongly support Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Our city and neighbors need better access to public transportation.
	Valley Village	91607	No	2/8/2022	Alternatives 4-6 are the best options by far. To connect residents of the Valley and really alleviate traffic conditions it's key to connect to the main modes of transportation and hubs. I think concerns around property values in Sherman Oaks are incredibly overblown, as having an economic and fast connection to the rest of the city can only be a positive as environmentally conscious and traffic-tired 30-somethings reach homeownership age. Personally, I would happily ditch my car permanently if there was easy

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					access to the west side and the beach, and I am significantly more likely to consider Sherman Oaks / Van Nuys as a potential home if there was a clear and efficient transportation pathway, not just a vanity monorail.
	Encino	91416	No	2/8/2022	Hello there needs to be in Metro rail added from mission hills all the way to the airport using the sepulveda Blvd some from the top and some from the bottom in the meantime 101 from the Vermont exit to downtown it is the worst traffic you can imagine I drive it every day there needs to be a solution if they add and combine the 2 freeway with the 101 and reduce the traffic there and extend the two freeway the issues will be solved also the 10 freeway what ever you guys do it doesn't solve the traffic there needs to be a solution for that as well too the Metro rail did not help I suggest to go double on 101 passing downtown we have that in Texas I need help a lot also the bus is on the 110 needs to be removed I'll put an actual Metro and let the traffic flow whatever you guys do you tighten the traffic it's not the opening it it's looking bottle and the cap is tight for the cars to go in but once you're in it opens up all you have to do is to open the cap and they can also go from the bottom they don't have to go from the top thank you so much
	Canoga Park	91304	No	2/8/2022	PLEASE bring back the 788 and the 734 for us while MTA is figuring this out please. How much longer before MTA realizes how desperate we are to have these two lines and the 750 back? You yourself have stated above how difficult travel is between the Valley and Metro/West Los Angeles side of Los Angeles through the Sepulveda Pass. Why would you take these lines away from us and make the commute MORE difficult??? What is the matter with you? The 761 is NOT sufficient enough for public transportation riders while MTA takes an eternity to get this new project going. How much longer do we have to suffer while MTA plays God with people's lives? MTA makes people very unhappy.
			No	2/8/2022	Increasing transit opportunities for all residents of Los Angeles instead of catering to the unfounded fears from economically privileged is a good thing. Public transit is a good thing for all residents. Do not succumb to rich and influential who wish to create further divide and strife between socioeconomic classes.
		90031	No	2/8/2022	Thank you for this project. It has been a long time coming. I really like the idea of being able to travel between the Valley and the Westside by train. I wish this train had existed years ago, so I wouldn't have had to waste so many hours sitting in traffic on the 405. I would prefer any of the heavy rail alternatives. As a rider I would like to see transfers between trains minimized and easy connections to the Expo and Purple lines. If possible please consider ways to connect people to the Getty and Skirball. It would also be nice to see Metro Bike share incorporated into the first/last mile solutions.
			No	2/8/2022	As a long-time property owner and business owner and resident of Sherman Oaks our family strongly opposes any transit system above any streets . We favor a below ground system or one along the 405 freeway median. A system above the street would be a disaster for the community creating enormous problems for everyone - some of them without solution. The transit system is for the benefit of valley residents and workers. Please be mindful of our needs.
	Signal Hill	90755	No	2/9/2022	I like option 3, because it services Getty and UCLA on the same track and seems to limit the amount of expensive tunneling. Ultimately I would like to see a transit corridor built to LAX in a much more timely fashion i.e. within the scope of the first project. (we don't have 30 years to reduce emissions from vehicle traffic and congestion to LAX). I would be first in line for an express line that serviced the Valley and Long Beach/San Pedro (for the cruise ship terminals) - with express lines that minimize transfers between major terminals (i.e. Van Nuys Train/Metro to LAX). Or even consider boat ferries/taxis from Santa Monica to an LAX people mover - but the focus should be LAX, as there is not only the airport but major tech industry that would connect more neighborhoods to these areas. These lines need to be a more efficient and timely option to driving if they are to sway the majority of people, not just those who cannot afford car travel.
	Santa Monica	90404	No	2/9/2022	Given that UCLA is the major destination on this line, I find it inconceivable to study any alternative that does not provide a direct connection. Providing a shuttle bus link is not a useful option compared to a station in the heart of campus.
		90016	No	2/9/2022	I strongly support Option 6 for the Sepulveda Transit Corridor project

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	Los Angeles	90034	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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		90005	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90012	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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		90019	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90057	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90017-3401	No	2/9/2022	Please find attached our comments with respect to the Notice of Intent to prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90027	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Venice	90291	No	2/9/2022	I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Monterey Park	91754	No	2/9/2022	Metro should pick the heavy rail options as they will provide the most value to the public. Heavy rail will be able to reliably transport thousands of people both the fastest and at the most convenient and best placed stations. Please strongly consider selecting the heavy rail option for this transit project.
	Van Nuys	91411	No	2/9/2022	No monorail on Sepulveda. To ruin both Sepulveda Bl and Van Nuys Bl—thru construction—and forever—makes no sense. I tell my friends "You'll never go to WAL*MART (VN Bl At Roscoe) again." Run both lightrail and monorail all down Van Nuys Bl. Sepulveda Bl can't lose a lane. A major intersection of ORANGE LINE and SEPULVEDA to WEST LA line at Oxnard must be carefully done. You'll compromise the bypass lane along the ORANGE LINE—you won't fix The Victory—Sepulveda intersection, worst in Valley. It will be worse if Han ever. The new repair yard at the Sepulveda-Oxnard station will sacrifice the bypass lanes from Haskell/Victory toSepulveda. I've used those bypass lanes to go to the West Valley 200 days a year—avoiding the Sepulveda/Victory intersection—.

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	Los Angeles	90035	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90024	No	2/9/2022	Dear Metro Board of Directors: I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Thank you for your consideration of these issues.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		91401	No	2/9/2022	I favor alternatives 6 and 5 because of its inclusion of majority heavy rail. There is a reason why the 405 pass is one of the busiest traffic corridors in the nation. This is primarily a commuter corridor (less so for tourists) and heavy rail must be a component of this route if we want to see lasting success for our community. If LAX, UCLA, and the westside are major connecting destinations, ridership demand would require no less than heavy rail. The San Fernando Valley has been grossly underestimated in terms or ridership in seeing some failures of the Orange Line to properly service demand. We should not make that same mistake with the 405 project; underground heavy rail should be required criteria from the start. I'm a single family home owner and disagree with some community members that claim heavy transit will our lower property values. I've seen that proximity to efficient public transport helps to invigorate the neighborhoods and types of businesses around it. The areas of Van Nuys and Sepulveda Blvds (north of Ventura) are already in dire need of reinvestment. I doubt the addition of public transit options will make it any worse. If I live to see it, the downside is that it may cause gentrification and displacement of lower income populations as the cost of living in these reinvigorated areas increase. We may see these populations get pushed more north and east/west along the mid-valley belt -- another problem for another day, and probably another lifetime to solve.
		90004	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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North Westwood Neighborhood Council			Merged Document	2/9/2022	Attached is a resolution passed by the North Westwood Neighborhood Council in favor of the heavy rail alignments in Alternatives 4, 5, and 6 proposed for the Sepulveda Transit Corridor Project. We hope the Board will take into account our preference for these alternatives as they identify the "locally preferred alternative" for this project.
	LOS ANGELES	90045	No	2/9/2022	I advocate for heavy-rail Option 6 and for strongly rejecting the monorail options (1, 2, & 3). Why? - Because the monorail makes riders wait at polluted, less-accessible stops right along the 405 Freeway. - Because the monorail is an unproven interurban technology that's incompatible with our existing transit infrastructure. - Because two of the monorail options don't even stop at UCLA for its many transit-dependent riders. - Because only Option 6 provides capacious trains (seating 800 instead of 680), works with existing transit infrastructure and reaches areas of densest population, including UCLA.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/9/2022	I am a resident of Los Angeles and I strongly favor Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Heavy rail, NOT monorail, is the best way to future proof this vital subway line to help LA grow in the future. Sincerely,
	Altadena	91001	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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	Santa Monica	90403	No	2/9/2022	Please build heavy rail from the valley to LAX!

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	Los Angeles	91331	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90027	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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		91030	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Toronto	M1E 3T1	No	2/9/2022	Alternative 4 of the Heavy Rail option is the best option LA Metro could pick for this line. LA needs a high-capacity transit line that parallels one of the busiest highways in the United States. All 3 of the monorail options don't have as much capacity as compared to an automated metro. Another problem with the monorail options is that connections to local destinations are much worse than the heavy rail options since the monorail parallels the 405 Freeway throughout its entire length. Further away from local communities. Not to mention without adequate shelter/protection, waiting for a monorail in the middle of a freeway could prove harmful for your ears as exemplified by the K Line. As for the heavy rail options, Alternative 5 is more expensive than Alternative 4 because Alternative 5 is underground under Sepulveda Blvd in order to appease the local residents in the area, costing more money as a result. And Alternative 6 unnecessarily parallels the East San Fernando Valley LRT. But Alternatives 4,5 and 6 would still be far better alternatives than the monorail alternatives. Bechtel already has railway experience as they have built the original BART network in the late 60s and early 70s and are currently working as a delivery partner for the planned Ontario Line subway project in Toronto, Canada which is also planned as a fully automated metro.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90049	No	2/9/2022	Staff Sepulveda Transit, I live one block away from Sepulveda Blvd in Brentwood. I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90291	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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UCLA Undergraduate Students Associated Council (USAC)	Los Angeles	90024	Merged Document	2/9/2022	To the Los Angeles Metro Board of Directors, I am the General Representative 1 on the UCLA Undergraduate Students Associated Council (USAC). USAC represents over 30,000 undergraduate students at UCLA. Last year, our council unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that undergraduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Hailey Valles
Community Service Commissioner	Westwood	90024	No	2/9/2022	To the Los Angeles Metro Board of Directors, I am the Community Service Commissioner on the UCLA Undergraduate Students Associated Council (USAC). USAC represents over 30,000 undergraduate students at UCLA. Last year, our council unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that undergraduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Mominah Subhan Linked here: https://usac.ucla.edu/docs/resolution.2022.Resolution Calling For A Direct UCLA Westwood Purple Line Stop on the Sepulveda Transit Corridor.pdf

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		90024	No	2/9/2022	The new line needs to have a stop at UCLA, directly on campus. This is not just out of convenience for those who attend or work at UCLA, but it would be crucial to convincing UCLA students and workers to ride Metro and would increase ridership overall. I personally am willing to ride a 15 minute bus ride to get to the Expo line, but I know many people who aren't. A 5 minute trip on an APM or bus would reduce the time to a Metro line, but it does not change the inconvenience of transferring, e.g. walking, waiting, worrying about missing a connection. A direct line would encourage many people to take Metro and consider it as a viable alternative to driving. Moreover, if tons of money is going to be invested in the project, it should be spent on a line that people will actually use. Building a stop directly at UCLA would ensure this line is used properly. And if this line is to grow in ridership (which it should), then the capacity should be there to handle enough riders. That means that heavy rail would be the best option. Even with high initial costs, the effects of heavy rail will be worth the cost.

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	Calabasas	91302	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90027	No	2/9/2022	I believe that Alternatives 4 and 5 would provide the best service for the corridor. Monorail alternatives should be rejected due to the horrible passenger experience waiting for trains on a freeway median.
		91403	No	2/9/2022	I would like to voice my support for alternatives 4, 5, and 6 using automated heavy rail transit. I wish to have the shortest transfer and walk between connecting lines / stations. I do not support alternatives 1, 2, and 3 with aerial alignment in Interstate 405.

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	Los Angeles	90034	No	2/9/2022	Dear Metro Board of Directors: I have lived within a mile of the 405, just south of the 10 for 33 years now and have lived on the Westside for 41 years. I also drove back and forth between the Westside and the Valley every work day for the last ten years of my career (teaching), so I am very familiar with the Sepulveda Pass and its traffic problems. I am writing today to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to

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		90067	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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	North Hollywood	91030	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90025	No	2/9/2022	Dear Metro Board of Directors: As a resident of Los Angeles' Westside, I am writing to urge you to make the construction of the Sepulveda Transit Corridor Project ("STC") a high priority. As data shows, the traffic is this corridor is particularly heavy. STC will enable Los Angelinos to connect effectively with the other lines already available, making the entire system an integrated network. My communities had worked hard to get Measure M to pass because of the vital role that good transportation along Sepulveda plays. We hold our elected officers accountable to fulfilling the plans for which the funding was approved. I would like you to vote for a speedy implementation of the project. With the hope that you will indeed see the urgency of this project for the health of the entire county, I wish you all the best,
Bel Air Crest Association	Bel Air	90077	Merged Document	2/9/2022	
			No	2/9/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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			No	2/9/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I am opposed to the idea of digging a tunnel under Bel-Air, a light rail line down the 405 is a vastly better solution. Sincerely
			No	2/9/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Regards,
			No	2/9/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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	Los Angeles	90065	No	2/9/2022	I like the proposal for the Sepulveda line that incorporates heavy rail. Ridership in the long run would increase as would the ride ability and attraction to neighboring communities! Please do not make this a monorail!
	Los Angeles	90015	No	2/9/2022	As a resident of Downtown Los Angeles, I support a project plan for Metro's Sepulveda Corridor Project that includes a direct stop on the UCLA campus and a seamless connection to the Purple/D Line Westwood Village station, which would accommodate the potential high ridership in the area. This would encourage higher transit usage throughout our region from the San Fernando Valley to the Westside and Downtown Los Angeles by making it easier to access various destinations and lower car dependence resulting in a variety of benefits which fall downstream of that including reduced emissions of greenhouse gases and criteria pollutants. And a more reliable, useful transit system will thus help spawn more dense development that'll further support the state's climate, air quality, and housing goals.
	Los Angeles	90042	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90049	No	2/9/2022	1. As a resident of the Brentwood Glen, I/we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd
	Los Angeles	90049	No	2/9/2022	I'm writing to express concern about an aspect of your proposal. Your plans to widen the 405 by expanding into Church Lane would pose a serious health risk to everyone living in the adjacent neighborhood. Right now, the area is slightly protected from the worst effects of freeway pollution, not just by the wall, but by the space that Church Lane takes up between the 405 and adjacent properties. A well known study out of UCLA has shown that, while living within a mile of a freeway is dangerous— living within 1000 feet of a one significantly increases risks of asthma, cancer, strokes, heart attacks, preterm births and birth defects. The 405 is one of the most heavily used freeways in the nation. The level of air pollution it generates is considerable. If you expand the 405 to encompass Church Lane, you will be eliminating the physical barrier that protects the adjacent neighborhood (the wall and the tree barrier that helps block and absorb air pollutants), but moreover— you will be expanding the freeway to be physically adjacent to surrounding homes, eliminating the fairly minimal buffer zone — and resulting in increased deaths and health issues for residents. The benefit, meanwhile, in easing traffic for that small stretch, would be fairly minimal. What I suggest... is restricting any freeway expansion to north of sunset, to avoid the impact on more heavily populated areas. Homes in the pass between sunset and the valley are mostly elevated and separated from the 405 by large hills or expanse of natural spaces. https://www.latimes.com/local/california/la-me-freeway-pollution-what-you-can-do-20171230-htmlstory.html
		48442	No	2/9/2022	The Sepulveda line will be very important to public transit in the metro area so it should be done right. I suggest alternatives 4-6 should strongly be considered as heavy rail will be much more efficient than the monorail alternatives. A direct UCLA station is also the most practical option as it will move the most amount of people wishing to go to and from campus.
		90401	No	2/9/2022	What I suggest is to go with Alternative #4, since it's the most efficient with costs, construction, maintenance, and overall public satisfaction with the UCLA on campus station.
	Sherman Oaks	91423	No	2/9/2022	Regarding the Sepulveda Transit Corridor Project, I am in favor of Alternative 5 , the mostly underground subway in the Valley. Elevated trains should be very limited in this project. I adamantly oppose Alternative 6 due to its location and the congestion it will add to this massively over congested area.
	Sherman Oaks	91423	No	2/9/2022	Regarding the Sepulveda Transit Corridor Project, I am in favor of Alternative 5, the mostly underground subway in the Valley. Elevated trains should be very limited in this project. I adamantly oppose Alternative 6 due to its location and the congestion it will add to this massively over congested area.
	Sherman Oaks	91504	No	2/9/2022	As a condominium homeowner in Sherman Oaks, I am in favor of the Alternative 6 Metro Rail option, and opposed to any above ground option, which would destroy my property value, be noisy and disruptive, and a vector for crime.

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	Los Angeles	90049	No	2/9/2022	My wife and I have lived in the Brentwood Glen for twelve years. This is one of the most unique and charming neighborhoods in Los Angeles. It is a mixture of Multi and Single family housing. We even have a church on Church Lane! This is the type of neighborhood that recent zoning laws are trying to promote. Though Brentwood has homes valued in the tens of millions of dollars this neighborhood is still one of the most affordable on the West Side. To even think it is a possibility that either the Sepulveda Pass Freeway and or Metro projects could entertain encroaching further into the Glen is unimaginable and irresponsible. 1. As a resident of the Brentwood Glen, I/we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd Please consider these alternatives,
	Los Angeles	90039	No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at

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					Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
		90005	No	2/9/2022	NOT A MONORAIL! Options 4,5,6 make a lot more sense as they use standard off-the-shelf, proven, interoperable technology. But of these 6 seems the most straightforward. A straight-shot tunnel from Van Nuys Bl to UCLA seems like the ideal solution, more direct, faster, less disruptive. I love the idea of automated heavy rail trains like the ones shown in the Milan example. But I wonder if using a compatible system to the current heavy rail is a better choice for future integration with the rest of the Metro system? A continuation of the line to LAX should happen sooner rather than later, if construction costs are going to rise anyway why not keep boring from the Westside all the way to LAX in one go, at least build the tunnels then do the rest of the infrastructure and stations when more funds are available? And then in the future continue from LAX to Union Station via the Harbor Subdivision with the same system used for the Sepulveda Pass (standard or automated heavy rail). This project will be transformational for the West side, it can't happen soon enough!
	Los Angeles	90027	No	2/9/2022	I'm excited by the potential of the alternate 4 route. My partner and I have family in Westwood and Sherman Oaks. This would make it substantially easier to visit them.
		90049	No	2/9/2022	My wife and I are a residents of Brentwood Glen and live on Burnham Street. As residents of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. We have a 10 month old and plan to expand our family soon and this would make our daily lives for the coming years fairly difficult and possibly dangerous.
		91401	No	2/9/2022	I think the biggest crime of the monorail alternatives is running along I-405 and missing UCLA. The stations need to be where people are, not where cars are. All alignments along I-405 are simply unacceptable. And so are the two alignments missing UCLA. The Metro should go with heavy rail and build stations where people live and work. Alternatives 4, 5, and 6 are the only ones that should be seriously considered. Alternatives 1, 2, and 3 should be rejected. Thank you.

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			No	2/9/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90049	No	2/9/2022	My family owns a home and lives in Brentwood Glen. As a resident of Brentwood Glen, and the broader Los Angeles community, we support Alternatives 5 or 6 for the reasons summarized below. These alternatives reflect the most seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line, and ultimately LAX . For usage and utility, we also think it is important that the selected alternative has a direct stop at UCLA. Equally as important, we urge LA Metro to select the alternative that will result in the least negative impact to surrounding neighborhoods . While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. We strongly oppose alignments and final designs that result in the possibility of property acquisition. Alternatives 1, 2 and 3 will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. We also understand Alternative 4 will cause considerable disruption at the Sepulveda Blvd. and Ventura Blvd. intersection. Disruption at the intersection of these important and highly traveled arteries would have a significant negative impact on the surrounding San Fernando valley towns, the 101 and 405 freeways and West Los Angeles surface streets. As residents of West Los Angeles that use the 405 freeway daily in the area that will be impacted by these alternatives, and who rely on the surface streets in the surrounding area to get to work, school and other essential locations, we much prefer the Alternatives that minimize this impact over the lengthy term of this project . We appreciate you taking into consideration our views in selecting an alternative. Best regards,
	Azusa	91702	No	2/9/2022	What we really need is a viable Underground subway system with Logistical connections. Fast tracking this project makes Sence, it's an environmental imperative to get us off our cars!!
	Van Nuys	91405	No	2/9/2022	I am a current valley resident and I have also grown up in the valley--primarily in North Hollywood, Van Nuys, Panorama City, and Sylmar. Since I can remember, using public transportation in the valley has been difficult especially getting from the valley to Los Angeles. In the recent years, public transportation has become better and equitable. What I like is for the Sepulveda Transit Corridor Project to occur. What I wish is for this project to alleviate the traffic from the 405, 118, and other related freeways that are affected by rush hour traffic

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			No	2/9/2022	I am a resident of LA County who frequently commutes between the westside and valley. I strongly support your existing alternative 4 that involves tunneling a single-bore tunnel under Bel-Air (without a ventilation shaft) for the Sepulveda Transit Corridor and an elevated segment running through the valley. I strongly support alternative 4 as this option allows for flexibility in constructing expansion stubs where the line meets the metrolink tracks in Van Nuys so the new automated metro can have the potential to be expanded with little disruption of service north towards Sylmar/Santa Clarita, west towards Northridge/Chatsworth (CSUN would be extremely happy to have a direct rail connection to its campus) or more east past the Van Nuys Metrolink station to allow the line to serve as a funnel into the west side and valley. If alternative 5 is built, it means that if there is an attempt to expand the line through the valley, it would require service disruptions and cost loads of money to construct a proper underground junction box. Bechtel's automated technology has so much potential here in Los Angeles and has already been proven successful in other cities around the world such as with the Vancouver SkyTrain or the Paris RER which I believe are similar to the system that will be developed for Alternatives 4 and 5. Thinking long term, the Sepulveda transit corridor can be the backbone of a robust automated regional express metro for the Los Angeles region which I firmly believe would transform the region for the better as there would be multiple options for people to get around the city. Light rail and heavy rail could both act as "local" services while the new system could act as an "express", moving people around on a regional scale. I would also love for Metro to start considering long term planning so situations like what going to happen to the Wilshire/Vermont junction when we build the Vermont subway?" don't happen again. Connecting the K Line to the C Line wasn't too disruptive because of the long term planning approach that was taken when constructing the C Line. Consider the long term implications of this line as these automated metros are the future of transit and move people around very quickly. Also please don't build a monorail. I love this city too much for it to become a prime example of how cities in the US are mainly built for cars and treat transit riders like second class citizens. Thank you and can't wait to see this project break ground,
	Sherman oaks	91423	No	2/9/2022	This is one of the dumbest ideas I have seen in a while. Your solution to an already congested highway is to turn one of the existing lanes into a pay lane? In what world does that ease traffic for anyone but the rich? How about adding more than one exit lane for the interchange between 2 of the most traveled highways in LA between the 101 and 405? If you people install this stupid toll on our lives, then it's completely out of shear corruption and greed and not for the good of normal people. This is what we're paying for? For you to figure out if a dumb idea is dumb? And I would bet the person making this decision walks around all day with some false sense of righteousness, like they are helping anyone.
	Los Angeles	90024	No	2/9/2022	Please do not do a monorail. I like alternative option 6 - heavy rail.
CommunityLA			Merged Document	2/9/2022	
	West Hollywood	90069	No	2/9/2022	Los Angeles is in desperate need for a true metro/transit network; one that is consistent and serves Angelenos where we are and need to go. Pictures of the 405 across the Sepulveda Pass highlight the increasing need for connecting the Valley to the Westside and beyond in Los Angeles. That said, Alternatives 1, 2, and 3 all completely miss the mark. The fact that no other major metro area in the world uses Monorail should be a major red flag for its usage. Plus, why would LA use monorail on just one line, requiring now a completely new set of skills and parts for maintenance and repair. Let's be realistic in the needs for LA, not try to create something that "looks cool." Alternatives 2 and 3 would be a complete waste of time and money and reduce the credibility that LA Metro is trying to build a network for Angelenos. Anyone who have ever tried to take transit that is highway adjacent knows just how terrible of an experience it is. We need to be encouraging more Angelenos to ride transit and therefore, the transit built needs to be enjoyable, accessible, and go where we need to do. Anything that run along the 405 a) doesn't actually meet us where we are and b) would be an abhorrent rider experience. This means, we'd spend all of this money on a line that few would want or decide to ride. Therefore, the only realistic Alternatives are 4, 5, and 6. These three alternatives clearly serve Angelenos, moving along key commercial and residential areas and most importantly, create a true network that allow riders to transfer with ease (and enjoyably) from line to line in order to get where they need to and want to go. Moreover, these are the only alternatives that realistically serve UCLA, which is arguably the most important service hub that the Sepulveda Line will end up serving. Put yourself in riders shoes when deciding which Alternative is the right now. We need to start getting Angelenos out of their cars and onto transit and they will only do so if it (with ease and enjoyably) take us where we need to go from where we are. Alternatives 4, 5, and 6 do that and will help elevate the entire LA Metro network overall. Thanks!
		91326	No	2/9/2022	The Sepulveda Transit Corridor has needed a change for a long time. I think any of the heavy rail alternatives are good. Although I think the one that would transport the largest number of people with the shortest wait times would be the best. There should absolutely be a station at UCLA.
	Los Angeles	90077	No	2/9/2022	Please use the mono-rail as it is less destructive to the hills and Bel Air
			No	2/9/2022	Our smart, dedicated Sherman Oaks public and private entities believe a subway under Van Nuys Boulevard from the Valley to the Westside is the way to go. Utterly destroying Sherman Oaks with a heavy rail line down Sepulveda Boulevard makes no sense at all. Please don't do it.
		90049	No	2/9/2022	As a resident of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and the Expo line. NO NEIGHBORHOOD ENCROACHMENT: While details were not provided as to how the options would be built with an aerial alignment along the 1-405, it leaves on the table the possibility of LAND ACQUISITION and FURTHER NEIGHBORHOOD ENCROACHMENT into SURROUNDING BRENTWOOD COMMUNITIES, such as BRENTWOOD GLEN. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass Express Lanes Project and previous land acquisition for the I-405 expansion in 2009, WE ARE VERY UNCOMFORTABLE AND STRONGLY OPPOSE ALIGNMENTS AND FINAL DESIGNS THAT RESULT IN THE POSSIBILITY OF PROPERTY ACQUISITION. POVIDE A UCLA STOP: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. MINIMIZE NEGATIVE IMPACTS TO SURROUNDING NEIGHBORHOODS: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in THE LEAST NEGATIVE IMPACT to surrounding neighborhoods. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless

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					connection between the San Fernando Valley, the Purple Line and the Expo Line. ALTERNATIVE 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd. Thank you for your consideration of these important points!
	L.A	90049	No	2/9/2022	I am doubtful that expanding the I-405 will alleviate the heavy traffic. I like that you are encouraging community response in this matter. I wish that none of the alternatives included land acquisition from the Brentwood Glen. I strongly suggest that you consider Alternatives 5 or 6 and that you have a stop at UCLA. The shortest and most direct route between the valley, the Purple line and the Expo line would be best.
	Los Angeles	90034-1841	No	2/9/2022	I am advocating for Option 6 and—even more important—strongly rejecting the monorail options (1, 2, and 3). All monorail options (1, 2, and 3) stop in less-populated, less-accessible areas along the 405. Riders at these stops would have to endure unhealthful air and noise pollution. Worse, the monorail is an unproven major interurban technology (Disneyland doesn't count) and is incompatible with our existing transit infrastructure. Fixing a broken monorail car requires expertise LA Metro just doesn't have. And monorail options 1 and 2 would not stop at UCLA, which is home to many potential riders. Options 4 and 5, while not involving a monorail, offer smaller trains (up to 680 seats) which are incompatible with existing transit infrastructure. Option 6 trains accommodate some 800 passengers—obviously better—and would serve areas of denser population than would options 4 or 5. I don't want an inefficient, unhealthful, untested monorail system crossing the valley and the city. Thank you.
			No	2/9/2022	This is my comment on the project based on my experiences using the metro, driving in los angeles, and living in Westwood. Between options 1-6 Only 4 5 and 6 should be considered. The monorail would be built with a company that does not have a successful track record with city contracts (Electric buses anyone?) in a way that would cause massive short term upheaval. Construction on the 405 would do 2 things 1 it would cause a reduction in the ease of driving and then when the line is ready to open it would return that ease. It would almost be like adding a lane after the project- this would kill ridership and early adoption. 2 it will be longer than planned. I would like to point to the project currently underway to replace the median on the 101 between the 405 and 135. This is approximately the same distance the monorail line will have to go. It has been 2 years and it is not completed. A median- literally just a line of concrete. I think this is a useful example to show that they are DRASTICALLY underestimating how difficult it is to work in the middle of the busiest freeway in the US. Heavy rail lines are scalable compatible and most importantly USEFUL. A heavy rail line can accommodate far more riders and already has built in infrastructure throughout los Angeles. Please put all our resources to options 5 and 6! Heavy Rail all the way!
	Los Angeles	90024	No	2/9/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options

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					without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
			No	2/9/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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			No	2/9/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	97231	No	2/9/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Irvine	92620	No	2/9/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Lake Forest	92630	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	van nuys	91406	No	2/10/2022	In my opinion, Alternatives 1 to 3 based around the monorail system are unworkable. They have much more inconvenient transit stops along a freeway, less rider capacity in a rapidly growing city, slower times, and less direct connection to UCLA, which would serve as a primary stop of the whole route. The stops at the Getty would also be a waste of resources as the Getty is not near any employment hubs or dense residential areas for locals who would be the main daily riders. Of the remaining viable Alternatives, Alternative 6 would run directly underneath another transit line which seems redundant. Between 4 and 5, which in my opinion are far and away the best options, Alternative 4 includes an underground portion that minimizes the effects in the densely populated surrounding communities in the Valley. Alternative 5 only affords this to the affluent communities on the Westside, while Alternative 4 provides a better, more equal experience for all communities involved. When reviewing all Alternatives, it is clear that Alternative 4 is the best choice.
			No	2/10/2022	Hi! I'd just like to throw in my thoughts supporting alternatives 4, 5, and 6 for the Sepulveda pass project, and my opposition to alternatives 1, 2, and 3. I love riding the subway in LA, and I live in studio city. I'd easily be able to take the bus or ride my bike to Sepulveda, then take the project to Westwood, swatelle, or transfer to go to Santa Monica, which I do frequently to visit friends, go to church, and just hang out. All monorail options would make me go to the 405. I'd have to go up an intricate system of stairs and elevators, to wait next to the free way, then transfer to a bus or a people mover to get to UCLA. It's inconvenient and dangerous, it isn't fast, and it doesn't hold as much capacity as a subway would. I prefer alternative 4, where it has a stop at Sherman way, and saves money by being elevated. The views of the valley from the train would be fantastic. Alternative 5 is my next preference because it's just more expensive, and you wouldn't see the valley. Alternative 6 is my next preference, because it doesn't have the stop near Sherman way. No matter what I'm opposed to the monorail. It's a joke that we're even considering it when every major world city from Tokyo, to London, to New York, Mumbai and Mexico City, all have extensive subway networks, and LA is considering building something that won't work between a highway. Thanks for letting me give feedback! And I hope we can get this project right and transform the region!
		90095	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90210	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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Southwest Regional Council of Carpenters			Merged Document	2/10/2022	Good Afternoon Mr. Carter, please find attached written comment regarding the Southwest Regional Council view on the Sepulveda Transit Corridor project.
	Los Angeles	90024	No	2/10/2022	What I suggest is the building of a stop at UCLA definitely because it is one of the primary organisations in the city. UCLA is not just about the students but also thousands of healthcare workers who work at UCLA Health and hundreds of faculty members who are contributing to so much research for the country. This metro stop will be catering to almost 100,000 people and so I believe it's a brilliant step and investment.
			No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		91324	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be

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	Los Angeles	90025	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a

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					freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. Also why not combine the ending stops of Bundy Dr. & Sepulveda Blvd. Riders should have the option for both stops. ALSO ADD AN EXPRESS LANE. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Santa Ana	92704	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90025	No	2/10/2022	The Sepulveda corridor is among the most congested in LA, and is clearly in need of relief. However, certain alternatives are significantly less helpful in addressing this issue. Overall, Alternatives 4, 5, and 6 are the most effective in addressing the existing congestion, as these alternatives have the best alignment. Alternatives 4,5 and 6 provide a direct heavy-rail connection to the UCLA campus and Westwood. In addition, there is no need for the rail alignments to be built completely underground through the Sepulveda pass. With modern technology, a heavy rail alignment consisting of rail viaducts and short tunnels can traverse most of the pass, far less expensive than the current entirely underground options. In addition, other possibilities, such as automated metro vehicles could be viable options to be considered. It seems LA Metro has chosen to only offer expensive heavy rail alternatives. I hope the LA METRO is not attempting to sabotage and sandbag these alternatives, with such an extreme proposal. I suggest LA Metro choose the best alignments according to station placement from Alignments 4, 5, and 6, then embark on further study into specifics. Alternatives 1, 2, and 3 should be removed or modified, as all these alternatives rely on monorail. Monorail is well-known as a niche mode of transport, primarily used in denser urban areas or tourist destinations for short distance(under 10 miles), for many good reasons. Monorails will have lower capacity per vehicle(less than 500) and high maintenance costs due to unique technology. Monorail is unsuitable for the 12-14 mile long route of this project. Heavy rail is the strongest option. Heavy rail will allow for significantly increased capacity, simpler maintenance, and increased passenger comfort. Heavy rail rolling stock can also be easily purchased off-the-shelf, reducing costs compared to a likely custom monorail. In addition, heavy rail will help strengthen Metro's existing transit network through transfer stations, capable of handling large volumes. In addition, alternatives 1 and 2 also provide inadequate service to the UCLA and Westwood area, the densest and highest-demand area along the Sepulveda corridor. Automated heavy rail may provide the best of both worlds, with the higher frequency of monorail along with the higher capacity/comfort of heavy rail. While the proposed peak frequency of automated heavy rail is only 2.5 minutes, with 3-car trains, automated heavy rail is capable of 1.5 minute frequencies with 8-car trains, such as on the Paris Metro. In fact it is probably advisable to increase the planned train frequency and size from the current proposal to accommodate for future growth. Now is the time to invest boldly and effectively in public transportation. I urge the LA Metro to pursue Alternatives 4, 5, and 6, which use a heavy rail alignment with stops in UCLA/Westwood area. Although these alternatives are considerably more expensive than the others, the long-term benefits of improved journey time, higher capacity, and lower maintenance costs for this critical corridor outweigh the drawbacks. I hope the LA Metro will take my comments into consideration.

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	North Hollywood	91606	No	2/10/2022	I am excited about this future line. I request that it be entirely hard rail track through the Santa Monica Mountains. I hope that Metro Board, staff, and consultants, prioritize the voices of people of color and renters that are the backbone of ridership in this city. While there are dissenting voices of older, wealthier, and whiter homeowners, making false arguments about this project, it's important to recognize that they are a loud few. Please do not advance the No Plan Alternative, which I imagine is receiving ample support, especially from Sherman Oaks. I wish that with the help of this new and much needed investment in the San Fernando Valley, we'll create a more connected, transit-friendly, less car-dependent, and more equitable city. As someone who grew up taking transit and still does when most convenient, I prefer HRT (with driver). Given the capacity and investments to grow it for the Orange Line, I believe the Van Nuys station and/or Sepulveda station will become one or two of the most popular transit stations in Los Angeles. I ask that the monorail alternatives be removed from consideration, as this City needs a longer-term investment with greater capacity that the HRT alternatives would provide. As a Valley resident, I prefer Alternative 6. This option is entirely underground and HRT. This would address concerns with traffic and "blight" any above-ground options would cause. Given the Northeast SFV Light Rail project along Van Nuys blvd will have been completed years earlier, the local residents deserve this long-term investment as well as a break from the temporary inconveniences it will cause. Indeed, working communities in the San Fernando Valley deserve this investment and I look forward to once day getting to the Westside without needing to brave the 405-S! Thank you.
			No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	La Canada Flintridge	91011	No	2/10/2022	I have been impressed with the progress Metro has made in making alternative transit a priority in LA. Growing up in the Bay Area I have seen BART's very small extension projects take decades to implement while LA has rebuilt their rail network to a large extent in the same time frame. Any alternative listed is better than the status quo. Option 4 I feel is the most realistic, however. It extends the currently supported heavy rail infrastructure used by the red and purple lines. By going aerial it also sets the foundation for what may not yet be considered for the orange line- an aerial extension of the red line for a seamless connection. What I suggest is to please not let NIMBY organizations slow this progress down. Choose an alternative and start building as soon as possible. Don't let this project get mired down in legal challenges.
	Irvine	92606	No	2/10/2022	I already made a comment requesting that Metro give minimal attention to the monorail alternatives (1-3). In addition to other negative aspects when you read the fine print you realize that all three alternatives have un budgeted elements for connecting with UCLA Alt. 1) Automated People Mover (who pays for that?) 2) Electric bus (I assume its a BYD bus? also who pays) 3) the detour is not in the initial cost estimate.
	Covina	91722	No	2/10/2022	I do not like the monorail option and would like that the project directly serve UCLA without a shuttle. I like Alternative 4 the best as it uses commonly used rail technology, not a proprietary monorail, and balances elevated rail along the San Fernando Valley while going underground as needed. I do not support a station at Getty Center in any alternative as it will not be well used and will not be a good investment given the surrounding development type (museum and single family mansions). I also do not like Alternative 6 ending at Bundy and the Expo Line. This route will preclude further expansion south to LAX and the South Bay. I suggest the following two stations be studied in the EIR for feasibility and ridership - Sepulveda/Magnolia, Sepulveda/Vanowen, and Woodman/railroad tracks. The first two serve high density housing and Sepulveda/Vanowen also serves Valley Presbyterian Hospital and connects to a high frequency bus line. Woodman/railroad tracks will provide access to jobs, high density housing to the north, and is walkable to Kaiser Panorama City. If the maintenance facility is being built west of Woodman south of the railroad tracks it should not be much effort to extend it a short distance to terminate at Woodman itself.

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	Los Angeles	90035	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
Bel Air Crest Association			Merged Document	2/10/2022	
	Los angeles	90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals?

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
					The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90005	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	SHERMAN OAKS	91423	No	2/10/2022	Underground tunnels are too costly and take too much time to dig. I am in favor of any of the options that include above-ground rail service, but hope as little housing as is possible will be destroyed.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90064	No	2/10/2022	Staff Sepulveda Transit, With the rise in homelessness, displacement, and gentrification I am urging Metro to adopt the goal of it's projects causing zero displacement! As the biggest project Metro is working on, it will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of renters due to gentrification. Any renters temporarily displaced must have a universal right to return! Ellis Act filings should be frozen! Owner occupancy, resident manager, and capital improvement evictions must also be frozen. There need to be the strongest tenant anti-harassment ordinances in place and enforced! Tenants must effectively reached out to. (See additional suggestions below). The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control Tenants owning directly as a cooperative! • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to the actual neighborhood. NOT the Area Median Income. • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to the actual neighborhood. Not Area Median Income. • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down! • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. Thank you.
			No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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	Los Angeles	90016	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90044	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		90041	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90031	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90045	No	2/10/2022	We need any and all transit options to improve commutes to the Westside in the same way Downtown L.A. is served by MetroRail and Metrolink. The commute to the Westside needs relief now.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90026	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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	Burbank	91506	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
		90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	Culver City	90232	No	2/10/2022	I would like to recommend the use of a use of Option 6. Option 6 has the following advantages over the other options. It makes use of Heavy Rail, has the best station locations, and its construction will cause fewer inconveniences than building a monorail system. Heavy Rail is tried and true technology, used successfully around the world and in Los Angeles, while monorail technology has never been popular. Heavy rail is compatible with LA's existing rail system and there are plenty of suppliers making subway cars and rail equipment. In contract, monorails are a niche product. Beyond some demonstration projects, it has not been used in countries even with the most advanced rails system. Option 6 has the stations in the most advantageous locations and are superior to the proposed monorail stations. The stations will be convenient and easily accessible by pedestrians, while the monorail stations are in the middle of the freeway and will be noisy, polluted, and generally not a comfortable place to wait for a train. Additionally, having a station on the UCLA campus is essential for the success of the rail line and to remove automobile traffic from the roads. Having been a student at a university that was successfully served by heavy rail, I was a witness to hundreds of people getting off of each train which arrived every few minutes. Requiring people to take a connecting bus or people mover, as required by the monorail, would cut that that passenger count. Finally, building a monorail system would require rebuilding and reconfiguration of the freeway. This would cause a traffic nightmare for many years, providing the system with plenty of negative publicity even before it starts operating. For these reasons, I believe Option 6 has the most advantages and is well worth the investment. Thank you
		90031	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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		90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90024	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90042	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Santa Monica	90404	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high

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	Los Angeles	90004	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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	Los Angeles	90025	No	2/10/2022	Please please build heavy rail and NOT the monorail option.
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. While I applaud mass transit, the modes of transportation must be cost justified and tunneling is exceedingly expensive, environmentally disrupting and potentially unsafe as well. Please reconsider using the corridor already established by the 405. Sincerely,
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. This would destabilize our hills. We as a group will fight this. Find an alternative Sincerely,
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90077	No	2/10/2022	To whom it may concern: I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. The negative impact on our community is significant and other alternatives can better achieve the goal of connecting the Valley to the West Side. Sincerely,
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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	Los Angeles	90077	No	2/10/2022	We are residents of Bel-Air and, while acknowledging the importance of easing traffic to and from The Valley, we strongly oppose Metro's alternative plan of tunneling beneath Bel-Air for the Sepulveda Transit Corridor. We have read the proposal and have acquainted ourselves with its components, and we don?t understand why doing this is even under consideration when building a monorail adjacent to the 405 is certainly less costly, requires less time to construct, and has far less environmental consequences. It just makes more sense in every single way, and is the most obvious and logical plan to adopt. Sincerely,
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely, Sent from my iPhone
			No	2/10/2022	I am a resident of Bel Air and I strongly oppose ANY tunneling beneath Bel Air for the Sepulveda Transit Corridor. In addition to compromising the integrity of the hillsides and our properties, it is completely financially irresponsible.Monorails are significantly less disruptive and destructive, along with being billions of dollars less expensive! Please DO NOT TUNNEL UNDER BEL AIR!!!
	Los Angeles	90077	No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
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The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Sunland	91040	No	2/10/2022	What I suggest is that Metro choose Alternative 6 when building out one of the most important transit projects in the city's history, the Sepulveda Transit Corridor. A project like this has been been long overdue, and the city cannot afford to cut corners, as suggested in some of the other alternatives (Alt. 1 and 2). What I suggest is that the city build a station at Gateway Plaza on the UCLA campus, and not a station off-campus, as adding the station off-campus and connecting it via a BRT or APM will significantly deter ridership. Additionally, what I wish is that the line travel below Van Nuys Blvd in the Valley, as it allows for easier connections from both the East and West Valley, in addition to being a more natural continuation of the future East San Fernando Valley Line (despite being at different grades). What I also hope is that Metro is not deterred by HOA's like those seen in Sherman Oaks and Beverly Hills. This project, if built out correctly, can have an absolutely massive impact on those living in the Westside, the Valley, or those who work at/attend UCLA. Thank you.
	Los Angeles	91403	No	2/10/2022	I support the Sepulveda Transit Corridor Project because it represents a strong opportunity to better connect the San Fernando Valley, UCLA and the Westside There is no doubt about the utility of this new line. Thank you for making us react to the alternatives proposed. I really reject alternatives excluding an easy and direct access to the UCLA campus. The first two alternatives are too complex with the creation of a secondary line with electric buses (alternative 1) and another monorail line (alternative 2). I believe there will be an enormous loss of utility with the additional connection time. I wished that this new line would allow an easy connection with the Purple Line's extension, which alternative 2 doesn't provide. Serving the UCLA campus and Century city, West Hollywood (Purple line's extension) can be done without complicating the exiting network. On top, I am sure that those alternatives imply a superior budget. About the transfer stations proposed, I like the positions of the connections in alternatives 4 and 5. They avoid the 405 freeway, making their access easier. Alternative 3 is very interesting because it is coming up with another transfer station with the Orange and future Blue Lines, serving my neighborhood (Sherman Oaks). On the contrary, in alternatives 1, 2 and 3, the accessibility of the stations and between different lines in transfer stations will be complicated and time costly because of the level difference (aerial monorail vs subway in underground). I am against the option of putting the monorail line alongside the 405 freeway (alternatives 1, 2 and 3). I am strongly opposed with a station in the middle of the Santa Monica Mountains because the Bel-Air neighborhood is already connected though the extension of the Purple line and the 405 freeway (less congested with the new transport line). And it will increase the transport time between San Fernando valley and downtown, the opposite of this new line's goal. The ExpressLanes project will impose the monorail to shift to the right, damaging more nature space (Getty View Park). I strongly support the heavy rail options (alternatives 4, 5 and 6): they offer a larger capacity, and it seems to be less complicated to improve the quality (comfort of passengers, security, speed) than monorail trains. There are many car manufacturers established in the US which will make it much easier to expand or change the fleet in the future. In addition, I really have doubts about the monorail technology. They are only a few in service applications (in China?), there seems to be a very limited number of manufacturers and evacuation of passengers in case of fire or other emergencies have never been really proven. Any proprietary technology is always much more complicated and much more expensive to operate. You would also be stuck with the supplier in case you wanted to expand the line further south, to LAX for example, later on. Also, as this has never been tested, I guess LA may end up as experiment zone with additional delay for the opening of the new line I am opposed to a transfer station in the middle or very closed to the 405 freeway (Van Nuys neighborhood) because I don't want to have another situation like the Metro Green Line (alternatives 1, 2 and 3). We will be more exposed to noise and pollution from the freeway.

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					So, in a nutshell, alternative 6 looks like the best one, while alternatives 4 and 5 represent a good value for the various neighborhoods around the 405. Alternative 4 is probably the best value for money. All monorail options (alternatives 1, 2 and 3) would be huge mistake for LA.
	Mission Hills	91345	No	2/10/2022	What I like are the heavy rail, underground options. This would cause minimal disruptions to the 405 and is also capable of increased throughputs compared to the monorail option. I prefer alternative 5 because from what I can tell from the map is that it bypasses significant residential areas while maintaining the number of stops. Tunneling might be costly however the monorail alternative might be costlier as residents in the area may bring litigation due to the sight of the monorail and it's tracks. True the subway option may bring opposition but as it is sight unseen it should be more convincing as a viable option. Please don't let those who don't even use public transportation in the first place dictate and even destroy Metro's progress towards a more interconnected transit system in Los Angeles. With fuel prices remaining high, the Valley needs better transit options getting over to the Westside and this would be it. Thank you and have a great day!
	LOS ANGELES	90068	No	2/10/2022	I'm all for this transit line. I think it is a vital and much needed public transit pathway for two reasons: 1. It connects the SFV more directly into LA proper. As a resident of SFV, it often feels like living on an island because it is not easy to travel to other areas of LA if you don't have a car. I truly feel this line would open up more job and recreation opportunities for residents in the SFV, both of which are very important. 2. Economically, I believe this would help boost business in both the Westside and SFV. It would expose more people to businesses in both areas. I think there's real potential for a boost in business in both of these areas. Personally, I never go to the Westside, mainly because it's so cumbersome and difficult to travel to. I would be much more inclined to explore restaurants and shops there if I could get there more efficiently.

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The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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	Santa Monica	90405	No	2/10/2022	I support Alternatives 4, 5, and 6. I do not support monorail. I believe this project must include a stop directly on UCLA's campus. Stations on top of the 405 or right next to the 405 will be extremely uncomfortable for passengers and will ruin what could otherwise be a great transit project for Los Angeles.

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	Los Angeles	90025	No	2/10/2022	I want this line: - to have at least 1 stop directly on UCLA campus!! - to NOT implement the monorail design option, which has an unrealistic cost estimate, noisy and poorly located stops (see next point), and less ridership than other options. - to NOT have stops immediately on, under, or adjacent to the 405 freeway - to be built ASAP, considering all possible options to accelerate approval and construction, including Public-Private Partnership (P3). - to eventually extend south to LAX and potentially beyond.
Brentwood Community Council		90049	Merged Document	2/10/2022	
			No	2/10/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Also, I was originally told that we are connecting the valley to LAX. Why then do we disrupt Bel Air and not go directly down the 405 route either above or underground route?
			No	2/10/2022	Please stop proposing the Alternative 4 for the Sepulveda Pass. It would be the final solution & the nail in the coffin of the ruin of our Sherman Oaks neighborhood. The 405 has already compromised the peace & loveliness of our area with freeway roar, pollution & deadlocked traffic to access the freeway. For the sake of the thousands of families that would be impacted by the elevated train proposed by Alternative 4
			No	2/10/2022	Please stop & abandon this terrible blighting proposal.

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	LOS ANGELES	90049	No	2/10/2022	1. As residents of Bolas Street in Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd
	Los Angeles	90049	No	2/10/2022	1. As long-time residents in Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd.
COMSTOCK HILLS HOA	Los Angeles	90024	No	2/10/2022	The Comstock Hills Homeowners Association located just north of Century City supports the inclusion of a direct stop at the UCLA campus and seamless connection to the Purple D Line/Westwood Station in the Sepulveda Transit Corridor project.
	Encino	91426	No	2/10/2022	I urge you not to place any aerial alignment of trains in the valley. Option #6 would be the best selection, if you have to do this at all. It would be unfair to valley residents to have them suffer increased congestion along Sepulveda Blvd., the noise and negative visual impact of aerial trains and the loss of property value and peace of mind. The inequity of putting valley residents through this, while not burdening people living on the west side and in the hills, would be very unfair. I don't think anyone should have to suffer the serious impact of aerial trains. A direct shot to Van Nuys Blvd., via subway, would make the most sense.

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	Los Angeles	90011	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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	Los Angeles	90013	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
			No	2/10/2022	I am a 20-plus year homeowner and resident of Bel-Air. My family and I live on Stone Canyon Road, which will be profoundly impacted should you choose to pursue options 4, 5 or 6 of the Sepulveda Transit Corridor Project. While I know that Metro is seeking to build the Project to alleviate traffic congestion, Sepulveda Transit Corridor Project options 4, 5 and 6 are untenable as currently drafted for the following reasons: noise and vibration impacting homes, residents, hotel guests, and even wildlife in lower Stone Canyon as the subway rises to 38 feet on approach to the UCLA station; venting; the hazard of tunneling under Stone Canyon Road - a two mile long dead-end two lane street and home to an iconic hotel and countless valuable and unique properties - without considering emergency service access in the event of a fire; loss of property values, etc. Tunneling through a high density residential neighborhood in a high fire zone , near or under two earthen reservoirs , in a flood plain and liquefaction zone without considering the egregious consequences to one of the most pristine residential neighborhoods in Los Angeles makes no sense. I urge you to consider other options - options which quite clearly appear to be more practical, more appropriate, and less risky - to accomplish your goals. These include re-routing the subway down Beverly Glen Boulevard or under and/or over the 405 freeway. The purpose of this communication is to clearly state my FIRM OPPOSITION to any tunneling under Bel-Air and to encourage Metro to consider other less devastating, less expensive common-sense options in creating the transit corridor. I understand that if Metro decides to tunnel beneath Bel-Air, it may seek easements and other rights from property owners. Please be advised that I have no intention of granting any such rights and that if Metro acts by way of eminent domain, I intend to take all appropriate action to protect the physical integrity and value of my property from such actions, including appropriate severance damages. Furthermore, every Bel Air neighbor that I have spoken to feels the same. Please feel free to keep me advised of the status of the Project.
Studio City Neighborhood Council			Merged Document	2/10/2022	Attached please find the Studio City Neighborhood Council's passed motion supporting only Alternative 6 (Heavy Rail) regarding the Sepulveda Transit Corridor Project.

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	Los Angeles	90024	No	2/10/2022	Lifelong resident of Westwood, Member of Westwood Neighborhood Council, Comstock Hills Homeowners' Association Board of Directors and UCLA Parent Council. I support the inclusion of a direct stop on the UCLA campus and seamless connection to the Purple D Line/Westwood Station in the Sepulveda Transit Corridor project. I would like to see an above-ground monorail/train route to the valley that would be able to stop on the UCLA campus underground seamlessly (ie no changes required whether coming from north or south) and continue south to the Westwood station and then continue further south to the airport rising above ground south of Exposition. I would like it to continue north from UCLA underground until Sepulveda then above ground all the way to the valley and beyond. Think of the red line in Boston. Thank you.
	West Hills	91304	No	2/10/2022	I am thrilled that Metro is finally going to build a viable transit option between the Valley and West LA! We've sorely needed this for decades. Still, I can't recommend strongly enough that any monorail option be dropped immediately. They are nice in theory but have far too many practical issues: generally low top speeds, extreme complexities of track changing (which also affects ability to adjust trains in circulation), and extraordinary maintenance costs due to the vanishingly few other monorails in operation. There is not a single successful monorail line in the world of comparable length anywhere outside of East Asia for a reason. However, Metro already operates plenty of other useful heavy rail lines. Simply expanding the existing fleet size would be cheaper upfront and offer economies of scale in the future. I also suggest dropping the Getty Center stop. I can't imagine it getting use anywhere comparable to a stop in the Westside, and it would greatly slow transportation times through the pass unless Metro was to offer rides that skipped it. That said, I really like the stops at UCLA and the Sherman Oaks Galleria which provide direct access to popular destinations and would likely boost ridership. With all this in mind, I believe alternatives 4 and 5 are easily the superior proposals. The fully underground Alternative 5 seems the better of the two as it would create far less noise once built and would not require a continuing above-ground footprint. Whatever you decide, PLEASE don't let the over-privileged, rich neighborhoods in the hills dictate the project's course. They already forced the voter-approved 1980s proposal to be scrapped, and we've been suffering the disastrous traffic and environmental consequences since then.
			No	2/10/2022	Metro: "Stop studying ridiculous Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard, in the Valley. Alternative 4 will destroy Sherman Oaks forever." The proper plan to be followed is to put a metro monorail system running down the 405 Freeway which would not impede on residential areas and any corridor on the Valley flats should be a subway system as you are providing for on the Westside of the project. Stop being a bunch of assholes and pull your heads out of where the sun doesn't shine and do the right thing just like you would do if your neighborhood was subject to this insane transportation plan that you have under consideration.
			No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	91335	No	2/10/2022	I like the idea of a train that goes under the mountain. I used to commute from North Hollywood to UCLA using public transit and I tried a variety of routes over the years. None was very satisfactory. It took 2 hours and I had long waits for my connections. I think this could be a big improvement, if it is fast and goes directly to the UCLA campus. I live close to the orange line now (in Tarzana near Reseda Blvd). It would be great if this train connects to the orange line or I could take the bike path and take my bike on the train.

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			No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90063	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at

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					a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Irvine	92612	No	2/10/2022	Dear LA Metro, Please, for the sake of our city's future in combating climate change effectively long term, let's go with heavy rail options 4 or 5 instead of the monorail options. Heavy rail will have higher throughput, modularity, and won't have as many technical issues in moments of repairs or fixes. Monorail, while looks "cooler", is a short term solution and will deteriorate just like how it has done countless times in other American cities. I hope our city doesn't fall into the hands of special interests or NIMBY's who time and time again have fallen short in Los Angeles' urban history. Thanks,
	Sunland	91040	No	2/10/2022	What I wish is that this project is seen through and that everyone sees the benefits to our environment and city. Maybe we can incorporate a wildlife crossing or two. Market this public transit in a way that makes one feel good about not driving alone in their car day after day. Who cares about the make model and color of a metal (or fiberglass), can on 4 wheels . Everybody has one, no one is special because of a car! Take the train, because you can!! Make practicality cool!
	Los Angeles	90015	No	2/10/2022	I strongly support Alternative 4 for this project. As someone who frequently visits the long beach area as well as santa monica, I know how important time for transit is. I am someone who prefers taking public transit when possible, however, it is almost never faster to take it than to drive here. I previously lived in New York City and Boston, and there it was frequently faster to take public transit than to drive. However, this is never the case here. A monorail will be slow, and no one who doesn't have to take it will take it as a result. Heavy rail could provide a service that would actually get people out of their cars. There are Simpsons bits about how monorails are a joke. They should be kept to airports. If it was proper light rail that could move at high speed and was automated, that would be another consideration, automation is a good idea, but monorail is just not the look of a 21st century city. Additionally, diversification of the train fleet with a monorail would increase future maintenance and acquisition costs. I appreciate passing a line through UCLA, a dense and vibrant campus that would have large demand for rail taking it to the rest of the city. The proposed route which has stops right in UCLA is a great idea. Having a people mover or bus connection will greatly increase transit times and decrease the number of people who want to use the line. We cannot add more transfers to an already transfer heavy and sprawling transit network. Raising up sections as alternative 4 suggests would have a large impact on cost, and modern heavy rail like that in Washington DC or San Francisco is quite quiet. I do not mind rail passing by me, it is not loud like New York or Chicago, and it already near a fairly loud highway. Cost should be a primary concern so the city can build more great rail projects. If you run the monorail through the middle of the highway, people have to walk to it. I get headaches when near the highway for too long from air pollution and loud noise, and I suspect that having to go to stations on the highway will be a large deterrence for people using the line. You want to make transit easy to use, convenient, and fast, so that people see it as a real option to get aroun. Ff you must go to a place where only cars are meant to be, on foot, just to board the train, everyone will constantly be reminded how it would be more pleasant to drive. Please do not put stations in the middle of the highway. BYD, behind the proposal of the monorail, also has a history of overpromising and under delivering in our city, and we should not give them more contracts. Please choose alternative 4 or 5, with preference to lower cost alternative 4.

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Playa Vista Compass		90291	No	2/10/2022	What I suggest when working on the extension to LAX is to consider stops that serve commercial developments in Playa Vista and Playa District (formally Howard Hughes Center). These hubs are home to several employers whose commuters will benefit immensely from a rail station located in or adjacent to their worksites. Recent employee travel survey data shows that employees are living further away as a result of the pandemic and increase in remote work practices. While a fifth of respondents indicated they will remain working 5 days per week at home on average when their firm opens their office for return, the remaining respondents who indicated they would work from home 0 to 4 days on average varied.
	North Hollywood	91606	No	2/10/2022	I would like to strongly suggest that Metro and its partners devote their time and efforts solely on Options 4-6, with particular focus on Options 5 and 6. The notion that the BYD proposals have resorted to recommending bus shuttles and aerial trolley routes suggests their complete lack of awareness and attention to members of the communities along the route. Mobility issues aside, forcing students and UCLA workers to transfer onto a secondary mode of transport to arrive on campus would add onto commute times and disrupt the local communities through extensive construction timelines with additions such as a secondary aerial trolley route. For Option 3, tunneling through a portion of the Westside would cancel out the supposed cost-saving measures that the monorail would provide. These first 3 options are non starters, and should not be considered in any meaningful capacity. As for Options 4, 5 and 6, it would behoove Metro to work towards fully underground routes. One aspect to note in relation to the Bechtel proposals, is their plan to use a single-bore tunnel. This would greatly accelerate construction times and limit disruptions to local commutes during construction. In addition, the possibility of an automated system should be taken into consideration, which will boost train arrival times and reduce delays, even if new rolling stock will need to be bought. Some other suggestions: please work to minimize the time it takes to make a transfer at the Westwood/UCLA station with the Purple/C line, without the need for large escalators or deep elevators. Look into approriating the site at 7101 Sepulveda Blvd and/or 7111 Sepulveda Blvd, 90045 (currently a derelict, abandoned building and its parking lot) as a possible station site at Sepulveda/Sherman Way. And for the storage/maintanence yard, I would suggest placing it at the site near the Metrolink station, which is currently underutilized.
	Long Beach	90807	No	2/10/2022	I support alternative 4 proposal for this project. The elevated sections will keep costs down while still giving reliable, frequent service between the San Fernando Valley and the Westside. I also think the tunnel through Bel Air should be single bore to avoid needing to create ventilation in Bel-Air. I think LA Metro should also add paid carpool lanes on the 405 to increase funding for this project.

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Westwood Hills Property Owner Association			No	2/10/2022	Westwood Hills Property Owner Association (WHPOA) SUPPORTS Heavy Rail alternatives #5 and #6 or a hybrid of the best of these two Heavy Rail technologies and routes. Alternatives #5 and #6 will provide a seamless single seat underground connection from the San Fernando Valley to the Expo Line, while including an underground station on the UCLA campus (4 th largest employer in the County) and a direct connection to the Metro Purple D Line Subway at the Wilshire/Westwood Station. Alternatives #5 and #6 will provide the greatest connectivity with existing Metro transit Lines, making it easier to use public transportation. We believe that getting commuters out of their single occupancy vehicles and onto public transportation is best done by providing a fast and direct route to where they want to go and need to go daily for work. With the completion of the A Line (7 th St/Metro Center), B Line (Red Line to North Hollywood), the D Line (DTLA to Western portion), and the current construction of the D Line Extension (Western to the Westwood/VA), LA-Metro has gained experience with building/boring subways. We believe this experience with underground boring and station construction will deliver the best transit project for the Sepulveda Transit Corridor and meet the goal to create greater ridership on public transit. WHPOA OPPOSES taking any private property to widen the I-405 to facilitate the construction of an aerial monorail and/or stations for the monorail. Additionally, we oppose widening the existing footprint of the I-405 to add additional lanes to the freeway, as part of the I-405 Sepulveda Pass Express Lanes Project . Metro recently spent $1.6 billion (and ran 55% over budget) on the I-405 Sepulveda Pass Widening Project that added HOV Lanes, built new On & Off Ramps, 3 new bridges and huge retaining walls and tied up I-405 traffic for 5-6 years while the project was under construction. The critical decisions about the Sepulveda Transit Corridor project should not be made with a similar short-term lens, but rather must take into consideration what will best serve the people of Los Angeles over the long-term, well into the future. WHPOA SUPPORTS connecting the Sepulveda Pass Transit Project to the Expo Metro E Line at Bundy Dr. or Sepulveda Blvd. rather than at Olympic Bl (Metro E line), this appears to be a shorter route and would reduce the cost of tunnel construction, as well as improve travel times. WHPOA OPPOSES ALL of the Monorail Alternatives (#1, #2, or #3) and has many concerns about the construction of an aerial monorail on the I-405 from the Expo E Line to the San Fernando Valley. During the scoping process Metro must explore and report all of the many environmental, financial, accessibility, and equitability questions presented by these options. Some Monorail issues and concerns: The grade of the I-405 freeway through the Sepulveda Pass is very steep, especially the section from the San Fernando Valley (US 101/I-405) to the peak at roughly the Mulholland Bridge. How safe is a monorail on a steep downhill track? How will this monorail preform on this steep uphill grade? How will a steep slope affect monorail speed? How is monorail performance on a steep slope during incremental weather? How will the length of a monorail train of 2, 4, 6, or 8 cars affect the speed at which the monorail can travel, especially up a steep incline like the one over the I-405 in the Sepulveda Pass? Does LA Skyrail's parent company BYD have any existing monorail systems currently operating in other cities? What is BYD's track record on delivering on promised projects and their electric buses? How will a monorail down the middle of the I-405 with an aerial station at Wilshire, at Santa Monica, and at Exposition (in Alternative #1, #2, & #3) connect passengers to street level or other modes of transportation? The major boulevards: Wilshire, Santa Monica, and Exposition Blvds. are all underpasses under the I-405, which is an elevated freeway on the Westside. How big a ground foot print will be needed to build the stairway, escalators and elevator needed to connect pedestrians to the aerial stations (two stories up)? What are the environmental impacts? How will these new stations affect local boulevard vehicle and pedestrian traffic? What is the cost of construction and operation of all the aerial stations? Where is there land to build a street level connection to an aerial station? Will bridges need to be built to connect a monorail in the middle of the I-405 to a station at the edge of the freeway? How much will this cost? Descriptions of Alternatives #1, #2, & #3 state "frequency of monorail trains will be every 2 minutes during peak periods". How many monorail-trains can travel on the monorail above the I-405 and any one time? How many monorail cars will need to be purchased? How long does each station have to be to accommodate a peak hour 6 or 8 car monorail trains? How will this affect the existing structures and congestion on the boulevards where stations are planned? How will pedestrians and/or handicapped people access the elevated stations at Wilshire Blvd.? At Santa Monica Blvd? At Expo "E" Line? At Getty Center? At US 101? At Metro G Line? At Sherman Way? At Van Nuys Metrolink Station? How do you get to the monorail station if it's built in the center of the freeway? Will trees need to be removed to build the monorail and the aerial stations? Where will replacement trees be planted? Who will care for replacement trees while they get established? Will removal of trees have a negative impact on air quality and contribute to climate change? How is maintance on a monorail handled? What will be the impacts on surrounding areas? Construction of a monorail in the middle of the I-405 will negatively affect commuter times during the construction period. How much will delays and disruption add to the construction cost of a monorail down the middle of the I-405? Or, for a monorail constructed along the edge of the I-405? The I-405 Sepulveda Pass Express Lanes Project is also being planned along this same stretch of the I-405. How will two projects be built on the same strip of land without widening the I-405? How can you build pillars to support a monorail and also add express lanes? Please explain how this can be accomplished? Evaluate ridership projections for a one seat ride to a UCLA campus station vs ridership projected if a connection to the UCLA campus required a time-consuming secondary people-mover or bus connection. Compare the total travel times which would include wait times for making connections from Alternatives #1, #2, or #3 to get to the UCLA campus with comparable travel times for heavy rail alternatives. How can you justify using eminent domain to remove any homes that may be part of an above ground route given the housing crisis and LA's need to build more housing? Often, there are fires in the Sepulveda Pass. Please discuss how an aerial monorail that follows along the I-405 would be affected? Please describe how noise level and vibrations would increase in Westwood Hills and other adjacent neighborhoods if a monorail is the final choice. Please compare this to any impact if tunneling is used. The FBI occupies a large portion of the Federal Building at 11000 Wilshire, Alternative #2 shows an aerial monorail wrapping around the Federal Building and the description says " A pedestrian bridge would run from the monorail station on the south side of Wilshire to an aerial automated People Mover (APM) station on the north side of Wilshire ". And, Alternative #3 shows an above ground monorail cutting across the Federal Building property, how would this impact FBI facilities and operations? What does the FBI think about these plans? The Aerial People Mover (APM) shown in Alternative #2 will need to be supported on some type of pillars, how will this be integrated with the sidewalks, street trees, and street configuration on Gayley Ave.? Will the APM interfere with the emergency vehicle route to the UCLA Med. Center? There are countless utilities buried under Sepulveda Blvd. including a Shell Oil petroleum pipeline and a Chevron gas pipeline that had to be moved when the I-405 Sepulveda Pass Widening Project moved Sepulveda Blvd eastward (Wilshire to Sunset) to add width to the I-405. Additionally, there is a 12 ft. x 12ft. storm drain that couldn't be moved and had to be protected from weight bearing construction, please evaluate the feasibility and additional cost of relocating or protecting these utilities and storm drain if an aerial monorail is built at the eastern edge of the I-405. Sincerely yours,

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		90015	No	2/10/2022	While monorails look flashy on the surface, in reality it does not make much sense for this project. LA already has established light and heavy rail, and so there is pre-existing systems in place to maintain these systems. There are trained drivers and maintenance crews. LA would need to train and hire an entirely new fleet of workers for a single line that has less capacity and less flexibility compared to elevated heavy rail. What would happen if a monorail train becomes in-operational during peak hours? The entire line may need to be shut down in order to remove it. On a recent trip on the Dark Blue line to Long Beach, a train was disabled a station in front of us. Within 15 minutes, we were able to continue our journey. Such a feat would not be possible with a monorail system unless many redundancies are built into the design, which adds to the cost. One of the primary concerns the board should consider is speed from one end of the line to the other. In order to incentivize commuters to switch to transit, it should be speed competitive. Current rail is currently 1.5-2x longer than car travel times. As this is a congested corridor, LA citizens want this rail to help alleviate traffic and reduce car noise and pollution. Whichever proposal (that is not monorail, as capacity is also important) can make riders arrive at their destination fastest should be considered. While I would be happy with Alternative 4, 5, or 6, I do think Alternative 4 is the most attractive option, with Alternative 5 being a close second. Tunneling is expensive and does not increase capacity or speed. Having the system be aerial means trains do not need to wait in traffic, which is important to be speed competitive. Both of these alternatives have peak frequency of 2.5 minutes which is attractive. Alternative 4 has the price reductions of the monorail while having the flexibility and pre-existing infrastructure of heavy rail. Existing cars could potentially be used, or at least be ordered with companies where a relationship is already established to reduce cost. Heavy rail is traditionally faster than monorail and switching between tracks is faster and easier. I am highly in favor of this project moving forward, as more transit is needed in LA. While heavy rail is the best choice in my opinion, any new transit project is better than no transit at all. Alternative 4 is my first choice with Alternative 5 being a close second.
			No	2/10/2022	I salute the Sepulveda Transit Corridor project's purpose in improving transportation options between the Valley and the Westside. As someone who was born and raised in Inglewood but later went on to live in cities and countries around the world with much better public transport options (e.g. Philadelphia; Seoul, South Korea; Switzerland), it is perhaps more obvious to me than most that Los Angeles needs to greatly improve public transport options for it to modernize and develop into a 21st century city. (My reference to "public transport" in this comments refers to subways, heavy rail, light rail, trams — not buses, of which there are plenty in the Los Angeles but do not serve it particularly well, given the large geographic scope of the metropolitan area and the great distances between population centers.) With climate change looming and a growing population, the future of this city does not lie with private vehicles but rather with public transport, and those public transport options need to be abundant, easy-to-use, and affordable, and have, as much as possible, a time-savings benefit to users. What I like about the project is that it is finally providing a north-south public transport connection that does not emanate from Downtown LA. Los Angeles is a unique, sprawling city, and its train, subway, and light rail systems should reflect our unique nature rather than follow the traditional wheel-and-spoke model with a single center. What I would wish is for the Project to eventually continue southward to connect through Inglewood and the South Bay beach cities, providing a meaningful north-south public transportation alternative. It is important for the Sepulveda Transit project to focus on having stations with the greatest likelihood of attracting riders and to provide seamless connections with the existing Metro system in Los Angeles, in order to provide time savings to users, therefore encouraging greater public transport use in Los Angeles. If this is not the case, I fear the new segment will be heavily underutilized and live up to its potential. For these reasons, Alternatives 1, 2, and 3 (the monorails with aerial alignment at the 405) are no-gos for me. I don't think that having stations on the 405 freeway, where there are little to no areas of interest or population centers around, would be a good use of this project's time and money. Additionally, having to stand and wait for a train in the middle of a freeway is not a pleasant experience for riders. (I've experienced this on the Green Line.) Again, the priority should be in providing a quick, pleasant alternative for getting as many people as possible across the Santa Monica mountains (from/to the Valley to LA). One suggestion, not explored in the current Alternatives but nevertheless something to keep in mind, is to explore "express" trains (on the same line) that do not stop at every single stop, in order to improve speed and distance covered for those who need/prefer it, while still maintaining connections to local communities. For example, Switzerland, train stops/stations typically serve as the "hub" for local bus lines, providing a distributed and decentralized "hub-and-spoke" model, that focuses not on one central locus (e.g. Downtown Los Angeles) but creates dozens of them, in several layers (regional, local, etc.) Given that it is a major cultural institution that should have a public transportation alternative (especially for tourists), it would be nice to have a stop at the Getty, but I don't think the downsides of Alternatives 1-3 are worth it. I suggest perhaps arranging for a shuttle from the nearest Metro stops to the Getty, as I do think it is important to keep important cultural institutions on the radar when planning public transportation.

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	Los Angeles	90024	No	2/10/2022	Dear Sirs – I am submitting the following comments with the scoping for feasibility and environmental issues on the proposed Sepulveda Transit Corridor Project. I support Alternatives #5 and #6, as both provide a seamless single-seat underground connection from the San Fernando Valley to the Expo Line, while including an underground station on the UCLA campus (4 th largest employer in the County) and a direct connection to the Metro Purple D Line Subway at the Wilshire/Westwood Station. I support Alternatives #5 and #6 because they will provide the greatest connectivity with existing Metro Transit Lines, making it easier to use public transportation. Getting commuters out of their single-occupancy vehicles and onto public transportation is best done by providing a fast and direct route to where people want to go and need to go daily for work. I OPPOSE taking any private property to widen the I-405 in order to construct an aerial monorail and/or stations for the monorail. Additionally, I oppose widening the existing footprint of the I-405 to add additional lanes to the freeway (and also strongly oppose turning the current taxpayer-funded free carpool lane into a paid Fast-Track lane) as part of the I-405 Sepulveda Pass Express Lanes Project . Metro recently spent $1.6 billion (and ran 55% over budget) on the I-405 Sepulveda Pass Widening Project that added HOV Lanes, built new on & off ramps (which were poorly designed and have proved to only slow freeway transitions), 3 new bridges and huge retaining walls -- and tied up I-405 traffic for 5-6 years while the project was under construction. I support a direct underground station on the UCLA campus -- UCLA is the largest employer in the area. Without a direct UCLA station, considerable transit time and transfer time would be added to commute times, making taking transit a less desirable option. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, UCLA, the Purple D Line, and the Expo Line. Minimize Negative Impacts to Surrounding Neighborhoods : Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods like Westwood Hills. Alternatives #1, #2, and #3, aerial alignments, will cause considerable disruption to the freeway and surface streets during construction. Additionally, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt, and continue with long-term negative impacts. In looking at Alternatives #1, #2 and #3, there are no actual methods provided by which consumers will seamlessly move from the I-405 monorail to the employment centers at UCLA, the VA, in Westwood Village and along the Wilshire Corridor, all of which are too far to expect commuters and customers to walk. And it is simply unrealistic to expect that most adult commuters and customers (and patients headed to the VA or UCLA medical centers) will want to hop onto an electric scooter or ride-share bike to cover the last mile or two. Are there currently aerial monorails being used for public mass transit in other cities with conditions similar to the steep slope grade of the Sepulveda Pass? If so, please provide details. The Board of Directors of the Westwood Hills Property Owners Association, representing more than 600 homes, voted to support Alternatives #5 and #6. This is an important long-term project that should be designed to serve the region for decades to come, with the least disruption to surrounding areas. Alternatives #5 and #6 are the best solution. Please do not succumb to choosing the cheapest alternative – as has been done over and over in public projects in Los Angeles with negative long-term results. Thank you
		90032	No	2/10/2022	Staff Sepulveda Transit, Dear Sepulveda Transit staff and Metro directors: I would like to request that Metro change the scope of its environmental study of the Sepulveda Transit Corridor project, to include impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line

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					should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded. Thank you for your attention to these important issues.
			No	2/10/2022	I am a Retired Zoning Administrator with the City of Los Angeles. Currently, I am also an Adjunct Professor at CSUN in the Urban Studies and Planning Department. I would appreciate a phone call to discuss the status and the process for this project. Could someone involved in this project please give me a call to briefly discuss.
	Los Angeles	90032	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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SMART Sheet Metal Workers Local 105	Glendora	91740	No	2/10/2022	SMART Sheet Metal Workers Local 105 is proud to endorse Monorail Alternatives 1-3 for the Sepulveda Transit Corridor Project. We believe that these plans are the most cost effective and efficient plans that will benefit the taxpayers, LA Metro customers, and the workers or LA County. Monorail Alternatives 1-3 are the only plans that fit within the LA Metro Measure M Budget. The other alternatives would require significant investments from the state and federal government to complete which are not guaranteed and would delay the start of the project. These increased costs would also jeopardize a connection to the LAX extension making the efficiency of the route much diminished. The Monorail will take significantly less time to construct as well. Taxpayers are already grumbling about the long construction time frames promised under Measure M, so completing a high visibility project like the monorail will provide comfort and a visual representation on how tax dollars are being spent. Furthermore, the recent rates in inflation show us how project delays can lead to unexpected cost overruns and budget shortfalls. Completing this project efficiently will help to keep costs in check. The monorail also brings the promise of local jobs in LA County. How else can Metro ensure that the county is being a good steward of the public money than by those dollars go to support local jobs. The monorail cars can be built right here in LA County with union labor ensuring middle class wages, family sustaining benefits, and quality working conditions. Finally, the monorail will keep good on a promise that LA has been making since the 1960's. LA has dreamt of building a monorail system to zip citizens from one part of town to the other. The monorail at Disneyland was built over 50 years ago as a proof of concept, and it is a shame it has take this long to make the dream a reality. The all-electric monorail will be a visually stunning project worthy of the unique environment and culture of Los Angeles.
	Santa Monica	90402	No	2/10/2022	Let me start by saying I full heartedly support this project. Los Angeles deserves a fast, extensive mass transportation system. I have traveled around the world and love using mass transit. I was most recently in Moscow, and used the subway to get around everywhere. I have a job and a car, but if Los Angeles was to build out a mass transit system that allowed me to travel to wherever I needed to go across the city at a speed comparable to the automobile, I would always chose that as my go-to transportation option. That being said, the Sepulveda Line needs to be HRT. Monorail would be absolutely the wrong choice for this project. It would be slower, fit less people, and the proposed station placements would be inconvenient and inhospitable. I don't want to have to walk to a parking lot next to a freeway in order to ride a mass transit line. I want the station to be where I already am going to be! This is an incredibly important line, arguably the most important line for Los Angeles, and it needs to be done right. There MUST be a direct connection between the Wilshire / Westwood purple line station and the Sepulveda Line station. Having to exit the Purple Line station and walk multiple blocks to the Sepulveda Line station would be a deathknell for the project. However, I am not sold on the alignment of the Sepulveda Line through both the valley and the westside. As of now, the line is planned to travel down the length of Sepulveda. I feel as though the line should travel beneath Westwood instead, so that instead of running alongside the barrier of a freeway, it travels beneath a lively commercial corridor surrounded by dense residential housing. Santa Monica and Sepulveda is a no man's land, but Santa Monica and Westwood is one of the central nodes of the Westside. Similarly, I feel as though the project should travel up Van Nuys instead of Sepulveda once it reaches the SFV. I still struggle to understand why this project wasn't combined with the Van Nuys light rail. From what I understand, the Van Nuys light rail will travel at the same speed as a bus and has had it's budget inflate from 1.5. to 3 billion dollars. For 3 billion dollars, why not just extend the Sepulveda Line up to the planned terminus of the Van Nuys Light rail? The Sepulveda Line is already proposed to travel half the length of the Van Nuys Light Rail, so it doesn't seem terribly difficult to extend it that much further. Moreover, I'm sure future riders would appreciate having an option that is markedly faster than the current travel speeds of a bus, and would flock to the line in even greater numbers than they would otherwise. Lastly, looking at the two HRT options, I am excited by many of Bechdels planned innovations in constructing an underground subway. It is about time we have automated transit, especially considering that metro is having to cut back on it's schedule due to driver shortages. I am particularly excited about having open gangway cars, like they have in Asia and Europe. However, I am worried about the maximum length of the proposed subway stations. I think that the station lengths should be increased to fit five car trains, instead of capping out at four. The required minimum amount of passengers able to be moved through the stations per hour always seemed to me to be an underestimate, something that Metro has done in the past. I expect this to be one of the busiest lines in the system, due to how competitive it will be with existing automotive options, and would hate to have the system become uncomfortably overcrowded due to Metro trying to cut a few costs. This line has the potential to be one of the great mass transit lines in America. I hope Metro allows it to become so!

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	Los Angeles	90024	No	2/10/2022	Dear Sirs, I am submitting the following comments related to issues that at a minimum should be considered as part of the environmental impacts review of proposed Sepulveda Transit Corridor Project alternatives: 1 the magnitude and duration of impacts from each alternative and the social and material costs of those impacts during the construction phases and throughout the life of the project; 2. the likelihood that involved agencies and political jurisdictions will agree to install and maintain proposed mitigations for the lifetime of the project (see for example failure of multiple jurisdictions adjacent to the 405 to install and/or maintain mitigations promised as part of the 405 widening); 3. difficulty and cost of obtaining right of way required for each alternative; 4. the extent to which each alternative requires alteration and disruption to recent and costly improvements to the 405; 5. the extent to which alternatives disrupt wildlife and native habitat in the 405 corridor; 6. the extent to which alternatives could aggravate fire and geological instability in the Sepulveda corridor and the difficulty posed for emergency responders; 7. potential costly impacts to multiple subsurface water, utility and gas pipelines in the area between Mulholland and Wilshire: 8. costly increase and disruption of traffic during and after construction; 9. range and degree of impacts to quality of life, noise intrusion, air quality, traffic volume and safety throughout the area and in the vicinity of the project. It would appear to me and others in my freeway adjacent neighborhood that the underground options #5 and #6 offer the most promise of meeting the goals of the project over the long-term with fewer long- and short- term impacts than the above-grade options. The above-grade options appear to fall in a relatively costly quick-fix category without actually fixing the problem of providing a needed one-seat cross-mountain connection between key destinations. As such, they provide much less value dollar for dollar. With a seamless single-seat underground connection from the San Fernando Valley to the Expo Line, while including an underground station on the UCLA campus (4 th largest employer in the County) and a direct connection to the Metro Purple D Line Subway at the Wilshire/Westwood Station, Alternatives #5 and #6 will provide the greatest connectivity with existing Metro transit Lines, making it easier to use public transportation. Getting commuters out of their single occupancy vehicles and onto public transportation, a goal of this project, is best done by providing a fast and direct route to where they want to go and need to go daily for work. Other Monorail issues and concerns: The grade of the I-405 freeway through the Sepulveda Pass is very steep, especially the section from the San Fernando Valley (US 101/I-405) to the peak at roughly the Mulholland Bridge. How safe is a monorail on a steep downhill track? How will this monorail preform on this steep uphill grade? How will a steep slope affect monorail speed? How is monorail performance on a steep slope during incremental weather? How will the length of a monorail train of 2, 4, 6, or 8 cars affect the speed at which the monorail can travel, especially up a steep incline like the one over the I-405 in the Sepulveda Pass? Does LA Skyrail's parent company BYD have any existing monorail systems currently operating in other cities? What is BYD's track record on delivering on promised projects and their electric buses? How will a monorail down the middle of the I-405 with an aerial station at Wilshire, at Santa Monica, and at Exposition (in Alternative #1, #2, & #3) connect passengers to street level or other modes of transportation? The major boulevards: Wilshire, Santa Monica, and Exposition Blvds. are all underpasses under the I-405, which is an elevated freeway on the Westside. How big a ground foot print will be needed to build the stairway, escalators and elevator needed to connect pedestrians to the aerial stations (two stories up)? What are the environmental impacts? How will these new stations affect local boulevard vehicle and pedestrian traffic? What is the cost of construction and operation of all the aerial stations? Where is there land to build a street level connection to an aerial station? Will bridges need to be built to connect a monorail in the middle of the I-405 to a station at the edge of the freeway? How much will this cost? Descriptions of Alternatives #1, #2, & #3 state "frequency of monorail trains will be every 2 minutes during peak periods". How many monorail-trains can travel on the monorail above the I-405 and any one time? How many monorail cars will need to be purchased? How long does each station have to be to accommodate a peak hour 6 or 8 car monorail trains? How will this affect the existing structures and congestion on the boulevards where stations are planned? How will pedestrians and/or handicapped people access the elevated stations at Wilshire Blvd.? At Santa Monica Blvd? At Expo "E" Line? At Getty Center? At US 101? At Metro G Line? At Sherman Way? At Van Nuys Metrolink Station? How do you get to the monorail station if it's built in the center of the freeway? Will trees need to be removed to build the monorail and the aerial stations? Where will replacement trees be planted? Who will care for replacement trees while they get established? Will removal of trees have a negative impact on air quality and contribute to climate change? How is maintance on a monorail handled? What will be the impacts on surrounding areas? Construction of a monorail in the middle of the I-405 will negatively affect commuter times during the construction period. How much will delays and disruption add to the construction cost of a monorail down the middle of the I-405? Or, for a monorail constructed along the edge of the I-405? The I-405 Sepulveda Pass Express Lanes Project is also being planned along this same stretch of the I-405. How will two projects be built on the same strip of land without widening the I-405? How can you build pillars to support a monorail and also add express lanes? Please explain how this can be accomplished? Thank you for your consideration.
	Encino	91436	No	2/10/2022	Build HRT3 with the Bechtel group! (Sepulveda Transit Corridor Partners). Rather than building underground on Van Nuys and doubling already existing service (the LRT line down Van Nuys), expand the service area with the Sepulveda Blvd alignment. My only suggestion: Keep the line underground until north of Ventura Blvd. A portal between Ventura Blvd and the 101 seems much better for the overall environment (such as permitting increased density around the Ventura/Sepulveda intersection) and would hush the Sherman Oaks Homeowners who oppose an elevated railway in their neighborhood. Personally I would much prefer a loud elevated railway compared to today's alternative: Nothing at all and insufferable traffic. Anyway, my vote: HRT3, keep underground until north of Ventura Blvd. Thank you for your consideration!
	Sherman Oaks	91423	No	2/10/2022	To the decision makers, I am in favor of Alternative 6, the underground subway in the Valley. I don't want an elevated trains. With the new technology in boring construction system, I think it is not anymore expensive to do a subway system. In constructing this subway, it will not make a big disturbance or impact to the traffic and the residence of Sherman Oaks than when you construct an elevated train. I hope you will consider my opinion as it may impact my neighborhood. Thank you very much for your consideration.
	Los Angeles	90035	No	2/10/2022	I am writing to advocate and support heavy-rail Option 6 and I strongly reject monorail options 1, 2, and 3: a. The monorail makes riders wait at polluted, less-accessible stops right along the 405. b. The monorail is an unproven interurban technology ("The Simpsons" and Disneyland notwithstanding) that's incompatible with existing transit infrastructure. c. Two of the monorail options don't even stop at UCLA, home to many transit-dependent riders. d. Option 6 has the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA.

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	Los Angeles	90035	No	2/10/2022	I strongly reject monorail options 1, 2, and 3: a. The monorail makes riders wait at polluted, less-accessible stops right along the 405. b. The monorail is an unproven interurban technology ("The Simpsons" and Disneyland notwithstanding) that's incompatible with existing transit infrastructure. c. Two of the monorail options don't even stop at UCLA, home to many transit-dependent riders. I support Option 6 has the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA.
	los angeles	90013	No	2/10/2022	the monorail option seems problematic because it 1) doesn't connect efficiently to the Orange line, 2)skips UCLA, a major employer and transit center, and 3) requires using maintenance technology the county doesn't already employ. I prefer HRT options 4,5,6 and am more likely to use those than a monorail.
	Los Angeles	90036	No	2/10/2022	I strongly support an alignment that is tied to the Van Nuys rail line with a tunnel under the hills and UCLA connecting with the Wilshire and Westwood station under construction. A monorail which is slow and would serve no one is foolhardy. Rail should be closer to where people want to live and work. UCLA is a huge employer. There are huge opportunities to create more housing along this line especially in Westwood. Cant do that when your line is in the middle of a freeway canyon. The connectivity to other transit is also superior. I am a former Disney Imagineer and can say that monorails are just a ride, not transit. If LA wants to be serious we have to make hard decisions. A monorail in the middle of the freeway is a bad idea. Please support the tunnel option that connects the Valley to UCLA and the Wilshire subway. In the long run that is what the region needs.
	Los Angeles	90036	No	2/10/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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	Bellflower	90706	No	2/10/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	LONG BEACH	90806	No	2/10/2022	I would like to share my support for option 6. It is healthier for riders (less waiting in pollution), it reaches UCLA, which several monorail options do not, and it works with existing transit. In addition, it has a higher carrying capacity, which is especially important as ridership continues to expand.
	Santa Monica	90403	No	2/11/2022	Before I get to the copy pasted portion, I want to bring up my dad, who commuted from the valley to UCLA every day for 20 years. Had he been able to take public transportation (and he'd occasionally try, but it would take hours), taking just his car off the road would have saved 2 metric tons of CO2 (260 miles a year back and forth x 404 g of CO2/mile) Multiplying that out by the many people who work at UCLA and live in the valley, and it is clear that there must be a stop at UCLA to make the train as convenient as possible and get cars off the road. I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals?

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	Venice	90291	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest

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	Los Angeles	90068	No	2/11/2022	a. The monorail makes riders wait at polluted, less-accessible stops right along the 405. b. The monorail is an unproven interurban technology ("The Simpsons" and Disneyland notwithstanding) that's incompatible with existing transit infrastructure. c. Two of the monorail options don't even stop at UCLA, home to many transit-dependent riders. I vote for Option 6 which has the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA.
	Pasadena	91104	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions,

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	Los Angeles	90064	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at

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	Marina Del Rey	90292	No	2/11/2022	Hi My wife and I oppose the monorail options 1, 2, 3 and support option 6 with the largest trains. Thank you. Best,
			No	2/11/2022	To Whom it May Concern: My wife and I have lived on Stone Canyon Road as residents of Bel Air for almost 25 years. We are writing to strenuously object to options 4, 5 and 6 of the Sepulveda Transit Corridor Project (the "Project") due to the irreparable harm that we believe the project will cause us and the many other residents of Bel Air that will fall within its path. This Project involves tunneling underneath Stone Canyon Road in a densely populated area designated as a "Very High Fire Hazard Risk Severity Zone" by the Los Angeles Fire Department. Stone Canyon road is a 2-mile stretch of road, portions of which are quite narrow, and which dead ends just above the entrance to the Stone Canyon Reservoir. There is no alternative route of ingress or egress for approximately 1.5 miles of that stretch of road, from the dead end up to Chalon just past the Bel Air Hotel. Aside from the noise and vibration from heavy trains rumbling under our homes every two minutes, in addition to dangerous exhaust vents scarring the landscape and destruction of property values, the traffic caused by this construction on a dead end road that also handles hotel and restaurant traffic from the 103 room Hotel Bel Air will be intolerable. It is inconceivable that a project of this duration and magnitude would not result in frequent insufferable congestion that will block many residents from getting to or leaving their homes, not to mention the inconvenience to hotel guests and employees. Of greater concern is the risk to life in the event of a fire, as road blockages from the construction could leave many people entrapped and emergency vehicles unable to reach them. There are many other potential safety issues for this tunneling project that is located so close to homes in a flood plane and a liquefaction zone, as well as concerns over the environmental impact that will affect the abundant wildlife that exists in this canyon. We appreciate that you are working to resolve some of the traffic issues in Los Angeles, but urge you to pursue a safer and more practical option. We believe a better choice is to run a monorail down the 405. A monorail will service far more people, cost half as much, and be completed in 1/3 the time. Also, opting for a monorail down the 405 verses a subway in our hills will have far less negative environmental impact and be far safer for those riding the transit should a fire or earthquake occur. Thank you for considering our concerns.
	Los Angeles	90004	No	2/11/2022	Choose alternative 5 because heavy rail has greater capacity and it's underground section will help avoid issues related to Sherman oaks home owners. Reducing headways by shortening the trains and automating the system would be great. The system has to be as user friendly as possible. Alternative 4 is decent. I don't expect alternative 6 will be considered which is fine. It's easy to point out that a monorail is the wrong choice. And as proposed it's clear that those proposals will not integrate well into the metro system because they do not have an inadequate understanding of that system and it's proposed future. Below I have pasted links you should not blindly follow but link to videos by a fellow on YouTube. The channel is called "nandert" and I watched his analyses a couple months ago. The videos demonstrate a solid understanding of the metro system, how new lines should integrated, and the reasons Alternative 5 is best. Choose alternative 5, I hate traffic jams and more housing is great but if we keep jumping into cars because we don't have another choice, it's just going to getting worse. https://youtu.be/xJdbCgVkH3w https://youtu.be/xozPb6LaktM

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	Studio City	91604	No	2/11/2022	I like Option 6 and strongly reject monorail options 1, 2, and 3: a. The monorail makes riders wait at polluted, less-accessible stops right along the 405. b. The monorail is an unproven interurban technology that's incompatible with existing transit infrastructure. c. Two of the monorail options don't even stop at UCLA, home to many transit-dependent riders. d. Option 6 has the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA. Thank you!
	Sherman Oaks	91403	No	2/11/2022	I would favor a monorail down the middle of the 405, with stops at Sunset, Wilshire, Santa Monica, Olympic and Pico. It's quiet, there are no aerial obstructions and it's fast. We would just need more buses along those streets on the route.
	Sherman oaks	91423	No	2/11/2022	I support ONLY UNDERGROUND options, specifically alternative 6. Anything above ground is a horrible, ineffective plan. Thank you
		91423	No	2/11/2022	I wanted to voice my support for alternative 6. I think that if we are going to put the money into it then we might as well do it right the first time. I just graduated from UCLA and I think it would be quite silly if we built a train that goes over the Sepulveda pass but forces you to take a bus or a people mover or a tram to transfer to UCLA. I think thats ridiculous. I think it would make a lot more sense to have a direct to just have a direct connection to UCLA because I feel like there's more demand there. I mean 40,000 people work there every day. I also wanted to put my support for having a train run down Van Nuys Blvd. Especially Victory and Van Nuys and Ventura and Van Nuys are huge transit hubs and pedestrian hubs. i think it would really help revitalize Ventura Blvd. So yea, alternative 6, thank you!
			No	2/11/2022	Hi, I'm writing to submit my opinions on this project. I SUPPORT ALTERNATIVE 6. I adamantly oppose anything above ground…it would only cause Noisy, ugly, traffic issues, displaces residents and businesses. Thank you,
	Los Angeles	90004	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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City of San Fernando	San Fernando	91340	No	2/11/2022	The City of San Fernando would like to see strong connectivity to the proposed Sepulveda Pass Transit Corridor for San Fernando and Northeast San Fernando Valley community members, especially with phase 2 of the East San Fernando Valley Light Rail Transit project. The City suggests multiple modes of connection, including, but not limited to, light rail, rapid bus service, micro-transit service, and safe and protected bike/pedestrian paths that are easy to use and accessible for San Fernando residents. Strong connectively will increase utilization by Northeast San Fernando Valley users by providing multiple ways to get to the proposed project.
	Los Angeles	90019	No	2/11/2022	I am writing in support of Option #6. I am opposed to the Monorail options for many of the reasons already stated. I like the fact that Option 6 offers us the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA--all of these points are very important to me.
	SOUTH PASADENA	91030-6004	No	2/11/2022	I'm a frequent rail commuter and I support options 4 and 5. LA needs a heavy rail system that seamlessly links into the existing and future network. It's already painful to do in-station transfers due to long headways, it would be ten times worse if the monorail gets built and you have to walk to an entirely different station.
	Sacramento	95816	No	2/11/2022	I'm a strong proponent of Option 4, the Automated Heavy rail line. It uses the best technology for this route and it should be selected. I'm also in favor of Option 6 especially how it crosses the 405 freeway and connects to Sawtelle and the Bundy Station. From then on, on it's way to LAX it could connect to Mar Vista, Playa Vista and SM Airport which hopefully gets developed into a TOD neighborhood as well. But lets pick a Heavy Rail option and not the completely Asinine monorail.
	Los Angeles	90049	No	2/11/2022	As a 20-year resident of Brentwood and a public transit enthusiast/user, I am a full-throated supporter of a heavy rail option, particularly Alternative #6 which winds up connecting to Bundy in West LA.
Dassault Systemes	Woodland Hills	91367	Merged Document	2/11/2022	Please see attached uploaded file for comments from Dassault Systemes, 6320 Canoga Ave #300, Woodland Hills, CA.
	Sherman Oaks	91423	No	2/11/2022	I am in favor of Alternative 6, the underground subway in the Valley. I don't want elevated trains. Subways are the way to move people quickly and efficiently while not ruining our beautiful state.
		91202	No	2/11/2022	Dear Metro, thank you for working to create this critical link! The thousands of transit riders and I who have spent significant time riding lines with stations astride or near FWYs generally agree they are a bad idea. It is an environment no one with a choice will endure. My family and I support the subway and oppose the monorail.
	los angeles	90063	No	2/11/2022	Under no circumstances should the monorail options be selected. This NEEDS to be a heavy rail project,whether it be aerial or underground. i would also like to voice support for the one tunnel building approach. Whether we go with the PPP option with bechtel or not, one tunnel seems to have a lot of advantages with few drawbacks.
	Los Angeles	90066	No	2/11/2022	LA, among large world cities lacks a competitive transit infrastructure. While major east/west advancements have been made a major north/south connection on the west side of Los Angeles remains elusive. As the city continues to grow, continued expansion of the highway system becomes unsustainable, not to mention having to be dependent on a car in a congested city is miserable. Considering the size of the Valley's population a heavy-duty rapid transit line is needed to funnel the large-scale daily migration that takes place. This is something that should be built not only for today, but for tomorrow, for a city that envisions a large increase in transit-oriented transportation. Based on the measures shown, I don't believe the monorail project to be best suited to those needs. Heavy rail would provide the fastest routes and highest capacity. It would also enable additional construction for building offices and homes along transit corridors without the added congestion of the monorails above ground structure. I want a system that is more efficient than my car. I want a way to get to the valley without having to consult my watch and performing time calculations to figure out if it's less of a hassle to just stay home. The city should be accessible, and this helps create not only a conduit to the Valley, but a major transit connection on the west side. It's one more avenue for LAX guests to use to take them to the many parts of town.
	Los Angeles	90049	Merged Document	2/11/2022	Please see attached NOP Comment letter along with attachments. This letter is divided into three (3) separate files to accommodate the 30MB file size limit. Please include all three parts in order for the administrative record. Thank you,

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			Merged Document	2/11/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Other viable alternatives exist without tunneling beneath a residential neighborhood and wildlife corridor. Unfortunately, the METRO Community Meetings held never addressed the concerns directly — only took the question but no one from METRO was knowledgable enough to answer on the spot. I have listed below my concerns for my community and my home: TUNNELING BENEATH BEL-AIR IS A BAD IDEA: Concerns with Environmental Issues, Air Quality Issues, Noise & Vibration Issues, Fire Issues, Geological Issues, Metro's "Transparency" Issues, Property Rights & Property Values Issues and Enforcement Issues 1. Environmental • Subway ventilation shafts will not only be noisy, the vibrations and air flow will disrupt delicate (including protected species) wildlife. • Bel-Air is located in one of the 36 biodiversified hotspots in the world with a number of endangered wildlife species in its hillsides. We have protected species in our area (see attached video of protected mountain lion on Stradella Road). 2. Air Quality • Noise, gases and fumes from subway ventilation shafts that travel from the tunnel every 2-4 minutes can upset the delicate balance of wildlife sensitive area and create unhealthful living conditions for families. • Where is the research on how will ventilation shafts in canyons and hillsides, with trains running every 2-4 minutes, affect our pets and children? • Will smoke and gases from subway ventilation shafts accumulate and be trapped in the basins of our canyons? 3. Noise & Vibration • The Federal Transit Administration (FTA) "Transit Noise and Vibration Impact Assessment Manual" (September 2018) is an insufficient guide to the impact of noise and vibration as the manual fails miserably by omitting research in sensitive wildlife protected areas. See Table 4-3 of manual. • With the subway tunnel and ventilation shafts on streets and property, and with trains running every 2-4 minutes, the disruption to the well-being and quality of life for wildlife and humans is at risk. 4. FIRE RISK INCREASED!! • Bel-Air is in a Very High Fire Hazard Severity Zone (VHFSHZ) as designated by Cal Fire. What happens if there is a methane leak — as in 1985 that caused a fiery explosion in the Fairfax area? Earthquakes can cause methane leaks in tunnels: Research suggests that earthquakes can cause methane leaks , and that's a possibility that Metro has also evaluated, according to environmental reports prepared for the Purple Line project. In the event that methane enters a subway tunnel, high-powered fans at nearby stations will begin working in tandem to clear the air. (excerpt from CURBED LOS ANGELES) https://la.curbed.com/2019/1/16/18178979/subway-tunnels-earthquake-fault-lines • Due to wildfire risk, homeowners have had their fire insurance cancelled – will these shafts, whose purpose is to remove dangerous gases and smoke – make it any easier to get fire insurance? By the way, the California FAIR Plan does not apply to many Bel-Air homeowners as it only applies partial coverage – so METRO should not use it as an answer. 5. Geological Issues • Bel-Air abounds with geotechnical, subsurface and seismic hazards as liquefaction, which many homeowners must carry additional insurance and any construction requires soldier piles (caissons). 6. METRO's "Transparency" • Metro's several public comment meetings did not adequately address important homeowner concerns and questions, often mentioned they will address those concerns "later." • METRO has removed transparency with non-disclosure contracts from prospective contractors and has not responded to list of reasonable questions submitted by impacted communities. For example, Sherman Oaks Homeowners Association has been shut out by METRO. • METRO not forthcoming to answer questions from public during public comments. Next step for METRO is Environmental Analysis that involves geological and soils surveys. • According to METRO's blog, "The Source," a posting on "Property acquisition fact sheet now online for Westside Subway Extension" - for the Purple Line, it states: "As a part of the environmental study phase, Metro has been talking to landowners and identifying properties — on a preliminary basis — that the agency may need to acquire or lease. Final determinations will be made when the Metro Board of Directors approves the project's final environmental impact report, which is currently being finished. At that point, the fact sheet notes, "Metro's Real Estate Department will contact property owners to initiate the process for acquisition of the property and/or easement." • HOW WILL I KNOW IF MY PROPERTY WILL BE TARGETED FOR AN EASEMENT ACQUISITION? If Bel-Air is treated as the Westwood homeowners were during the Purple Line easement acquisition process, we homeowners will not know until the Draft Environmental Impact Review (DEIR) is completed and approved by METRO. METRO may then share a map showing a detail of the tunneling and the properties impacted. 7. Property Values • Logically, property value will decrease if easement acquisition is acquired by METRO. 8. Enforcement • Bel-Air has experienced rogue developers who do not follow building codes resulting in compromised public safety of the community (Bedrosian vs Hadid, Nile Niami's "The One"). The City of Los Angeles could not or did not address these building code violations in a timely manner and, therefore, put public safety at risk. Is METRO capable of ensuring public safety? If not, what are the significant consequences for METRO?
	Sherman Oaks	91403	No	2/11/2022	I think the utility of the project would be maximized by selecting options that minimize total trip time. The heavy rail options (4,5,6) are much faster than the monorail options. I would suggest options 4 or 5 since the stops at Sepulveda/Ventura would be convenient for people coming from all directions in the San Fernando valley. Both these options also have good connectivity to other transit lines at UCLA and at the expo line.
	Los Angeles	90049	No	2/11/2022	1. How will Metro and Caltrans (ExpressLanes Project) coordinate and mitigate environmental issues and land acquisition if the projects have separate EIRs and separate approvals? 2. If Metro chooses an Alternative that requires land acquisition to fit in a monorail and Caltrans chooses an Alternative that requires the same parcel(s) of land, how is it determined what Agency (Metro or Caltrans) will condemn and/or purchase the parcel(s)? In summary, studying these two inter-connected projects requires one lead agency – Which agency will it be?
	Los Angeles	90049	No	2/11/2022	1. How will Metro and Caltrans (ExpressLanes Project) coordinate and mitigate environmental issues and land acquisition if the projects have separate EIRs and separate approvals? 2. If Metro chooses an Alternative that requires land acquisition to fit in a monorail and Caltrans chooses an Alternative that requires the same parcel(s) of land, how is it determined what Agency (Metro or Caltrans) will condemn and/or purchase the parcel(s)? In summary, studying these two inter-connected projects requires one lead agency – Which agency will it be?

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			No	2/11/2022	Dear Metro Board, I am a resident of Bel Air. Has any cost benefit analysis been done at all to justify spending many, many billions of taxpayer dollars to tunnel under the mountains and residential neighborhood of Bel Air to provide a few students and riders direct transit to UCLA? It seems there is something very fishy going on with this entire tunneling project idea since it is, by far, the most expensive, most time consuming to build and least cost efficient method of providing transportation from the Valley to the West side of Los Angeles. Is it really worth the possible death and danger to homeowners whose older foundations could collapse as a result of the tunneling? Is it really worth all of the expensive lawsuits against the Metro and the City that will be filed when that happens? As we all know, the beginning of a project this large will be quoted as one amount but to finish it years later the cost will rise to an astronomical level that could even prohibit its completion…as in the case of the bullet train. Then, if tunnels are left abandoned they will pose a health and possible criminal hazard to the Bel Air area. The best alternative is to keep this project above ground since it is less expensive, futuristic looking and less time consuming to build with no danger to any residential neighborhoods. A monorail down the middle of the 405 could move many people or special busses in a dedicated lane could also work. No tunneling under Bel Air! Thank you
		91744	No	2/11/2022	To whom it may concern, Regarding the project Metro is proposing, I am concerned about the efficiency that a monorail would bring to our community. Although a monorail would be an interesting feature to display, it would only serve as a tourist attraction / landmark. I do not see it as a means of transportation and would do little to no service for travelers like myself. It would not be as fast or hold many occupants as much as a subway line would. In a manner of speaking, you could contrast it to an amusement theme park ride in terms of its speed and service it would provide. Aside from its performance, a major concern that I would like to emphasize would be the disruption of daily life. If the project was approved, it would only congest the troubles commuters and travelers have. Construction on the 405 freeway would be pandemonium to everyday life. This freeway is a major lifeline of travel from the Greater Los Angeles area. Traveling during construction would make travel in horrendous. The 405 connects Southern California residents to places from Greater Los Angeles to Orange country, including three airports. Adding more traffic to the equation for a monorail isn't beneficial to the members of the community if it means daily life is disrupted and made more difficult to travel due to the construction and existence of the monorail. What I would like to see is further development and investment in the subways that already exist. Subway travel will be in demand as commuters look to public transportation to an alternative to coping with heavy traffic. Since subway travel is fast and can hold many occupants, adding to the subway network would be more beneficial to the community. With subway projects, extending lines and locations would be a better project to invest in that would better serve the people. A possible add on to the subway lines would be connecting a line underneath UCLA. It would provide more ridership and easier transfers, especially for students who live off campus and would have less difficulty making it to campus with the L.A. traffic. With other subway locations, travel by train would me more reliable and effective than a monorail that would operate on its own track. As your financial talks and planning takes place, I ask you take these points into consideration towards your final decision.
			No	2/11/2022	Please stop studying Alternative 4 for the Sepulveda Pass. Elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard is not an effective solution to the transportation problem and will destroy our Sherman Oaks neighborhoods in the process.
			No	2/11/2022	Elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard is not an effective solution to the transportation problem and will destroy our Sherman Oaks neighborhoods in the process. Please stop studying Alternative 4 for the Sepulveda Pass. Sincerely,
			No	2/11/2022	Elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard is a terrible solution to our transportation problem and will destroy our Sherman Oaks neighborhoods in the process. Please stop studying Alternative 4 for the Sepulveda Pass.

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	Los Angeles	90045	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90045	No	2/11/2022	Provide for future growth in bicycle access and parking for the Sepulveda Transit Corridor project The following factors should be incorporated into the scoping of the project: Anticipate future growth in bicycle parking demand. As ever-more dramatic actions are implemented in response to the worsening climate crisis and as Los Angeles's bicycle infrastructure is built out, bicycle ridership is likely to soar. Because cycling has proven to be an ideal way to connect to public transit, sufficient space needs to be planned for growth over time on a scale calibrated to the experience of cities with the robust bicycle mode share that our region aspires to. This could eventually result in the demand for thousands of secure bicycle parking spaces at some stations. The space needed for such growth should be anticipated at the earliest scoping, planning and funding stages of the project. Design provisions should be made that will enable the conversion of initial uses to bicycle parking if needed. Uses such as car parking, driveways, landscaping, etc. should be designed so they can be converted with minimal expense to bicycle parking as the need develops. Assure that bike parking is secure Bicycle parking at transit stations must be secure to be useful. Cyclists must be confident that their bikes will be there when they return or they will not risk using this mode. Therefore, bicycle parking planned for the project's stations must be designed to provide a high level of security by means such as card-key-access storage rooms, staff presence, video monitoring and other means. Again, cities with robust secure bike parking at their rail stations should be looked to for best practices. Locate bike parking for convenience A convenient location is important to generating meaningful participation in biking to transit. Transit users who arrive by bicycle rather than car should not have to walk any farther than the nearest car parking spaces to get to platforms. Assure bicycle connectivity to the local bike network Station area mobility planning should anticipate the need for cyclists to have safe, convenient access to the stations. Whether from existing bikeways, planned bikeways or existing roadways, planning should address the needs of cyclists to connect to the station area.

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	Los Angeles	90046	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90034	No	2/11/2022	I'm really excited about putting permanent transit unaffected by traffic through the Sepulveda Corridor. I would use this transit at least weekly if it were present today, and my partner would likely use it for work commutes. Being able to easily get from where I live near Sepulveda and Exposition to Westwood, Van Nuys, and eventually to LAX would be amazing. We spend plenty enough of our time planning around what will allow us to avoid traffic, and trains along Sepulveda would be wonderful. I don't believe, however, that the monorail options make sense. This corridor needs high throughput and fast service from the Valley to West LA, and definitely needs to connect to UCLA campus. A monorail that has slower connections or bypasses UCLA would be shortsighted and ensure lower usage than a heavy rail option. Additionally, stations along or in the middle of 405 would be difficult to access and much less pleasant for riders. I believe that it is crucial to eventually build rapid service through the westside from the Purple D and Expo E lines to LAX, and slow service north through Sepulveda pass would make this so much harder. Please consider making stations as central to where people already live and work so that ridership will be eager for this line right away. I'm less concerned about whether the rail line is above ground or below ground, as long as it is grade-separated and never has to wait for traffic or lights like the A and E lines. I mildly prefer an alignment near Sepulveda over an alignment along Bundy/Centinela on the south end, but either one would be very nice. My suggestion would be to prioritize investing in the right option now to have this project provide the best level of service to people over the long term, rather than focusing on what might allow sooner opening or a cheaper build.

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	Lancaster	93536	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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	Los Angeles	90036	No	2/11/2022	Hello. I am writing in opposition to the Monorail options for the Sepulveda transit corridor, and in favor of any of the heavy rail options (ideally those that end at Expo/Sepulveda). The monorail options have the worst transfers, a station at the getty is not necessary, it would be foolish not to have a train station at UCLA, and the monorail will likely cost almost the same as the heavy rail at the end. Also many people including myself are aware of certain insider interests going on between certain Metro board leaders, LA politicians, and the company BYD pushing the monorail. If you do not want the people of LA to accuse Metro of corruption, you will choose the heavy rail options and ditch the BYD sponsored monorail. This Video explains why you should choose heavy rail in greater detail: https://www.youtube.com/watch?v=xJdbCgVkH3w&ab_channel=nandert

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	Canoga Park	91303	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Valley Glen	91401	No	2/11/2022	My need is to get to the Getty, UCLA, places in Westwood like the Federal Building and the Village, and also to transfer to the Purple and Expo Lines in West LA -- I live a few minutes walk from the Woodman G Line stop. Fewer stations mean fewer riders. Skipping the Hollywood Bowl when the Red Line was built was a mistake. Furthermore I don't want to walk a lot when making transfers because it eats up time and may not always be safe. I would vote for Alternative 3 but the exact locations of where the stations are situated is not set up for convenient access. Getting to Ventura Blvd. seems awkward -- the service has to make it easy to get to more places than the Galleria. And what about the air quality waiting near the 405 Freeway? And how do people get to the stops -- walk or will there be parking like what is available to transit riders to get to Washington DC? Also, I worry that the monorail capacity may be too limited for the future. A very serious environmental concern for me: I don't want to see any trees cut down. Metro is far too cavalier about tree removals. The line of Wilshire Blvd trees that were sacrificed for the Purple Line Station near Veteran deprived walkers (who are your riders) of shade for 20 years . . . and planting saplings does not mitigate anything: new trees use too much water, take too long to grow, and have a poor survival rate in our increasing heat. I suggest you also take a serious look at convenience. I travel-trained new riders on Metro for 4 years, and inconvenience and safety were their biggest concerns. And people really like to park and ride. Yet you are decreasing the number of public parking spots at the NoHo Red Line Station with your proposed mixed use development, and it makes no sense when parking there was in short supply before Covid. We have a Catch 22 situation in the Valley of not enough riders because there is not enough service. Local bus service has not worked well in the Valley -- too infrequent and homes are too spread out. These plans you are proposing do not put the riders first. You need to commit to efficiency and ease for traveling on Metro, and really do a deep dive effort to eliminate 6 minute walks at a station to make a transfer. Consider not moving the Sepulveda G Line station as currently planned and instead make it part of this Sepulveda transit corridor project. Please remember, if there are too many cumbersome transfers, people will go by car if they have a choice. Put yourself in the rider's shoes and time paths-of-travel from a lot of addresses that you expect to serve. And remember the disabled and elderly tend not to be bike riders. Yet very likely they prefer not to drive. Try to make the end result user-friendly for everyone. As much as I would like this service yesterday, it needs improvements before ground is broken.

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		90025	No	2/11/2022	What I suggest is Alternative 6, or any Heavy Rail alternative instead of Monorail alternative. There should absolutely be an on-campus station at UCLA without any need to transfer to a bus or people move to reach the campus. Heavy-rail provides the highest capacity for future growth in ridership. Moreover, Metro should not introduce yet another transit mode to a system that already includes Light Rail and Heavy Rail for maintenance and operational efficiency.
	Culver City	90232	No	2/11/2022	I would like to see Alternative 4 built. Alternatives 1, 2, and 3 cannot serve the Sepulveda Pass Transit Corridor well, and will overcrowd easily. This line is paralleling one of the busiest highways in the country, so high capacity is necessary. They make the line cheaper than the heavy rail options by using the highway, but sacrifice ride quality and transit connections in the process. Transit connections are extremely important for a line like this, and they need to be seamless, which Alternative 4 does extremely well. Alternatives 4 and 5 serve the San Fernando Valley the best because Alternative 6 duplicates the East San Fernando Valley LRT unnecessarily whereas Alternatives 4 and 5 add a station at Sherman Way to better serve the Valley. Alternative 4 is less expensive than Alternative 5 because it is elevated over Sepulveda Blvd and takes into account Metro's current plan to move the Sepulveda G Line station directly above Sepulveda Blvd from its current location. Alternative 4 directly integrates with the new station, providing better connectivity than the rest. Not to mention that automated light metro is cheaper to maintain and easy to adjust capacity wise. Bechtel has also built out the original BART system, so they have experience working and building good quality infrastructure in a zone full of earthquakes.
	Van Nuys	91411	No	2/11/2022	No to I-405 Sepulveda Pass ExpressLanes, no to tolls, no to more freeway construction! It will just make all the other lanes even more insufferable and slower. This is no solution. Congestion pricing won't work because many people get told by their employers what hours they need to be at work for and don't have a choice of the time they commute. Don't bother with these or put money into them and focus on something useful like the Monorail, automated heavy rail transit, and increased frequency of busses. It just makes sense to create a rail to connect to the new Purple line and complete L.A.'s transit system. Alternative 2 for the path on these looks best.

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	Sherman Oaks	91403	No	2/11/2022	I don't like any of the proposed plans. The only one that I would like is one down the middle of the San Diego Freeway like a monorail. something that is somewhat quiet. I don't need to hear more noise. I don't like the tunnel at Valley Vista or Sepulveda Blvd proposals. If you want to put it underground then put a tunnel under the freeway.

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	North Hollywood	91604	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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		90005	No	2/11/2022	This really needs to stop at UCLA; it makes no sense for such a large public university to not be on the train line. It would be ideal for it to stop at the Getty as well; that would make the museum much more accessible both for LA residents and for tourists. With those two facets in mind, I think #3 is the best solution.
			No	2/11/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. As far as I am aware the alternatives that don?t require tunneling are cheaper and will take less time to be built. Sincerely,
			No	2/11/2022	February 11, 2022 Dear Metro Sepulveda Transit, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Los Angeles is an earthquake-prone city and I do not believe that tunneling would be safe or feasible. Furthermore, there would be tremendous opposition by long-term homeowners like myself. I foresee that your proposed tunneling effort would have some of the same logistical, legal, and cost problems that have plagued the CA Bullet Train to Nowhere. Indeed, the whole concept of the Metro Sepulveda Transit Corridor must be reassessed. Metro ridership has been declining during the past decade, especially during the past two years. Current reasons for the decline include homeless persons and crime on the buses and trains. I believe that the voters made a mistake in approving funding for certain aspects of the Metro. Thus, a vote of Bel-Air residents should be taken before there is any further consideration of Metro tunneling under Bel-Air. Thank you very much for your consideration of my comments. Please acknowledge receipt of my comments. Sincerely yours,

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		91316	No	2/11/2022	Of the 6 alternatives proposed, alternative 1 is dead on arrival. It's easily the worst proposal as it doesn't even include a direct connection to UCLA, but rather, the worst possible solution which is a shuttle bus presumably using mixed traffic. It should be obvious why this is highly undesirable. Besides the obvious deficiencies here inherent to such a required transfer using that mode, the capacity can't possibly be as high as just having a direct stop on campus and given that UCLA will likely be the largest single trip generator on the line, this "solution" is woefully inadequate. As for alternatives 2 and 3, these proposals are just plain inferior to the heavy rail alternatives in almost every sense. The capacity is lower, the speed is lower for both top and end-to-end run time, requires an entirely new equipment type (from a company with dubious reliability history, as well as likely massive cost inflation later, based on their past projects) adding unnecessary complications with regard to maintenance, storage, and operator training / experience, complete incompatibility with Metro's existing network and equipment / rolling stock, and a requirement for people to board at pedestrian unfriendly locations due to the line being mostly along the 405, rather than directly under or over the urban street grid like the heavy rail line would be. It's objectively worse in every single way except for the views. Pedestrian access, bus connections, speed, maintenance and equipment logistics, and connections to other metro rail lines are all inferior here. Metro, I and likely the vast majority of transit riders, implore you to not choose alternatives 1 through 3. I think that's obvious at this point. The obvious disadvantages and potential complications with the monorail proposals are simply too great to dispense with. The heavy rail alternatives are pretty decent overall though, and are reflective of a more tried and true approach to metropolitan rapid transit. I would like to see a proposal that could include some kind of track connection to the purple (D) line in order to facilitate easy movement of equipment across the system which should lead to cost savings over time and more simple logistics system wide. I would like to even see a plan where trains could travel on either the purple (D) line or the Sepulveda line via a connector junction (flying or flat junction, though a flying junction would be better, as per the existing design of the wilshire / vermont junction, except this would ostensibly be a three way junction). This would allow flexibility of service types and thus multiple end points on the lines. Riders could travel from Van Nuys to Downtown, or Downtown to the Expo (E) line (LAX after phase 2 of course), Van Nuys to Expo (LAX), etc. It is odd that this is not being considered in current proposals given the fact that we are about to build two sets of heavy rail tunnels which would pass perpendicular to each other but offer no direct track connection between them. At the very least, if full passenger service track connections somehow aren't possible, a non-revenue connector track (like the one between the green and blue lines) should at the very least be built between the Sepulveda line and purple line tracks. Naturally, it would follow for Metro to ensure that whatever equipment is used on the new line will also be compatible with the existing heavy rail infrastructure, and vice versa. Not doing so seems like an unnecessary complication where we would end up with two isolated and incompatible heavy rail networks, which would be less efficient for the system long term, and would negate some operational flexibility and easy logistics for future extensions. It is just common sense and best practice to make sure the equipment is cross compatible, and the tracks connected. The elevated valley alternative (alt. 4) is probably the better choice than alternative 5 since the cost is lower for elevated track and stations than underground, while obviously providing the same speed and overall level of service that the underground version would have. If we are going for fully underground, then alternative 6 is a bit more desirable than alternative 5 given that Van Nuys blvd. would receive some level of rail transit along its entire length and provide a sort of "express" alternative to the planned LRT segment between the orange line and Metrolink / Amtrak line, as well as there being more density along Van Nuys than Sepulveda due to the 405 being just west of Sepulveda blvd, which constrains development. As far as Expo / Bundy vs Expo / Sepulveda phase 1 endpoint alternatives, I don't really see why the endpoint chosen is dependent on whether the line runs along Van Nuys or Sepulveda blvd in the valley, as is implied by the alternatives presented and could easily be either-or for all three alternatives. In other words, the choice to run phase 1 tracks to expo / bundy vs expo / sepulveda need not depend on which valley alignment is chosen. One thing that's confusing about alternative 6 though, is the proposed headways of 4 minutes rather than 2.5 for alts. 4 and 5. I don't see any inherent reason why this should be. In any case, you have one chance to make this right, Metro. The right choice is self evident at this point. Heavy rail is a must, not monorail. Signed, A valley native who wants to move past car dependency via high quality convenient rapid transit connections.
			No	2/11/2022	Hello. As an LA native who drives but also makes use of good transit when available, I implore you to choose heavy rail over monorail as the mode of rail transit for this line for what should be very obvious reasons. Let's get right into it. The monorail proposals have inferior pedestrian connections to the street and to other lines due to poorly placed stations further away from the centers of activity (naturally, being that most of them are in the middle of the 405 as opposed to right under or over the street). A particularly egregious example of this is the proposed "101" station, which requires pedestrians to traverse a series of long pedestrian walkways/bridges and through a park-and-ride lot, all of which is located north of the Sherman Oaks Galleria, away from the denser center of activity at the Ventura / Sepulveda intersection and its connecting bus lines. The orange line station also has the same kind of problem with a very long pedestrian connection in basically the same manner. The heavy rail line does a much better job of providing direct station-to-street connectivity, rather than the more suburban sprawling park-and-ride type setup that the monorail stations seem to emphasize, particularly in the valley. There's nothing wrong with having some parking available, but if it comes at the cost of pedestrian access or other transit connections, then that's not the design that we should be emphasizing. On top of all this, the speed is inferior to the heavy rail line due to its route and technology, as well as precluding the ability to move existing rolling stock between it and other metro lines, as this would be the only monorail metro line as of yet and would introduce a third train technology to the metro rail network and would be isolated by design. At least with the heavy rail line, there exists the possibility to connect its tracks (whether for revenue service or not, though revenue service would be highly desirable) to the D line (or any future heavy rail line for that matter). The choice is obvious here, Metro. BYD may have very strong marketing, but the monorail proposal lacks in substance and long term practicality and may not even end up being cheaper ultimately anyway. The inherent flaws here cannot be overlooked. Practically everybody who is multi-modal oriented wants to see the heavy rail line built. Please get this one right, Metro. There's only one chance.

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	North Hollywood	91601	No	2/11/2022	I believe the most important criteria when considering the alternatives for the Sepulveda corridor are: 1. Connection with existing and planned lines intersecting the Sepulveda line 2. Walkability/desirability of the area around the stations 3. Speed of transit 4. Rider Capacity The monorail options seem like a short sighted decision that will put transit where the riders aren't (i.e. on the freeway where people are driving instead of in the neighborhoods where people are/want to go or where there existing bus connections are (perfect example of this is why have a 101 station? it's serving a mall instead of the existing robust transit and numerous destinations on Ventura)), doesn't connect well to existing transit (proposed Orange/G line connection isn't where the G line station will be once it's raised/relocated, forcing a lengthy (several) walk at the "transfer" station, and the Purple/D line and Expo/E connections (while better) still isn't as smooth as the heavy rail alternatives requiring around a 5 minute walk), doesn't connect to UCLA directly (except for the one option where it does, but also that option largely eliminates the cost savings of the monorail), doesn't have as high of a max capacity as the heavy rail options, doesn't move as many people, or support having trains as often, and has longer trip times. The only benefit for the monorail options are cost, but those savings are largely eliminated once you account for a direct UCLA connection (which I view as a necessity given the expected ridership of that station), and account for the (unbudgeted) larger stations which are needed to reach the heavy rail options' max capacity. And that doesn't even begin to account for the negative impact of years of construction on the 405, which is not ideal, as well as the unbudgeted mitigations that will likely be required by Caltrans to build adjacent to the 405. Due to all of these unbudgeted issues, it seems to me like the monorail options will end up costing nearly as much as the heavy rail alternatives to get even in the same ball park in terms of line performance, even then it will fall short in terms of connectivity, speed, walkability, and capacity.
		90024	No	2/11/2022	It is imperative that Metro connect the Valley (near 405 and 101) to West Los Angeles/Santa Monica. As housing stock is limited, it is common for those living on one side of the mountain to work/attend school/play on the other side of the mountain. We need to provide a consistent public transit service to connect the areas which a (mostly) underground heavy rail service can accomplish. For that reason, I would like to support Alternative 5. I am happy that it looks like there will be a station for UCLA and a separate station for Wilshire Blvd which will connect with the Purple Line (Metro Line D) (and nearby bus lines). (Off topic, please maintain an express 720 after the completion of these lines as there is the infrastructure for bus only lanes and it serves a major corridor used by a variety of users.) I would be open to having the south of Wilshire stations changed to meet Alternative 6 as it may be beneficial to have the north/south heady rail serve both sides of the 405, however I believe Metro and it's consultants will find the alternative that will serve the most possible users while acknowledging the existing gridlock traveling under the 405 (west/eastbound) during peak hours. I believe Alternative 5's north portion (going along Sepulveda Blvd) is better than Alternative 6 as it gives two options to travel to the Van Nuys Metrolink via rail. Also, I like the idea that Alternative 5 gives better access to the Sepulveda parks (Lake Balboa, Basin Rec area, Wildlife Reserve, etc.). I look forward to this project and the continued dedication of efforts and funds to support reliable public transit.
		90005	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at

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	Pasadena	91105	No	2/11/2022	I think we need heavy rail options 4, 5 , or 6. Preferably 4 or 5. I heard about the Bel Air association's opposition to tunneling under their neighborhood. I hope that you do not listen to them because they do not represent what the people of this city want and need. Tunneling won't affect them anyway.
	Los Angeles	90294	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable

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	Los Angeles	90026	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at

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					Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90066	No	2/11/2022	Hello, I would like write in for my support of alternative 4 for the Sepulveda Transit Project. I believe that alternative 4 is the best of the presented alternatives because it contains the best station placement, and have the proper station size. The station placement on the monorail alternatives are located far too close the freeway, which acts as a barrier, and effectively cuts the walkshed of the stations drastically. Alternative 4's use of elevated track is a great way to make the project more likely to get built, reducing the expected cost and build time for the project. Lastly the shorter, higher frequency automated trains should create a great capacity. Vancouver's Skytrain utilizes this setup and has been very successful, with individual lines carrying more people than the red line does, and doing it with smaller trains, and in a smaller city. My hope with regard to the EIR is that it will be able to project how much use this line be to Angelinos (passenger miles per day), and compare it to projected monetary costs of the project, and I believe that Alternative 4 will perform the best of the listed alternatives. Thanks to everyone at Metro for all you do!

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	Los Angeles	90012	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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			No	2/11/2022	What ever happens just don't make it a monorail it is the dumbest idea to come out of Los Angeles

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		90026	No	2/11/2022	The Neighborhood Council Sustainability Alliance representatives voted to support STC4ALL (the Coalition for an Equitable Sepulveda Transit Corridor), a coalition or organizations and individuals from across Los Angeles that suppports accessible and equitable transportation in considering alternatives for Metro's Sepulveda Transit Project Corridor project, with a direct stop on the UCLA campus and a seamless connection to the Purble/D line Westwood Village station to accommodate the high ridership in the area.

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	Los Angeles	90049	No	2/11/2022	I would support the project route that tunnels to UCLA. Anything that adds more travel, equipment and people through the 405 or sepulveda is horrendous to people who live near sepulveda is simply a short term myopic answer to the issue. Metro needs to think long term and not try to squeeze more travel to the overcrowd sepulveda pass. We are concerned that it is already difficult to travel near the 405, not to mention pollution, noise, car accidents, and increased congestion. Think long term and move travel away from the sepulveda pass.
	Sherman Oaks	91423	No	2/11/2022	I am in favor of Alternatives 1 - 5. I DO NOT want Alternative 6. Alternative 6 would be too disruptive to the community in terms of noise and ability to access our homes. Thank you.

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			No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 This huge project will profoundly affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. 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Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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	Los Angeles	90066	No	2/11/2022	I strongly support Option 6 as providing the safest, most capacious, most accessible link between the valley and the city, including a stop at UCLA and working well with current transit infrastructure. I strongly reject monorail options 1, 2, and 3 as an unproven, unhealthful, less accessible to riders, and inconsistent with current transit infrastructure. Please make the Sepulveda Corridor safe, accessible, and effective.

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	Granada Hills	91344	No	2/11/2022	I suggest that there is a specific stop close to the UCLA campus. There are a lot of commuters that go from the San Fernando Valley to UCLA. I wish that there could also be an incentive to use the new system instead of driving.
	Redlands	92373	No	2/11/2022	What I suggest is evaluating an option for a Boring Company Tunnel. Has this option been explored? Seems to be working really well in Las Vegas.
	Los Angeles	90077	No	2/11/2022	Dear Metro Executive Team: I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. As a quiet residential neighborhood, we don't want heavy trains rumbling under our homes, dangerous exhaust vents littering our streets, decades of mass construction noise and road impediments, fire safety issues, and countless other issues. There are two alternatives that are more environmentally friendly. I strongly urge you to reconsider and build an above ground monorail on the 405 from Van Nuys to Wilshire with electric bus connection to UCLA. Or a second solution of building an above ground monorail on the 405 from Van Nuys to Wilshire with people mover connection to UCLA.
	Sherman Oaks	91403	No	2/11/2022	Every decision should be laser-focused on what makes the best long-term transit project. I live in Sherman Oaks. Prior to the COVID pandemic, I commuted nearly every day to Downtown LA via some combination of walking, biking, Metro buses, and Metro Rail. My partner commuted nearly every day via Metro bus to UCLA. The project should focus on people like us, not politicians and affluent hillside residents who do not ride transit. That means heavy rail that goes in a straight line from the Valley to UCLA. In the Valley, the decision on route and between elevated vs. subway should be focused on what best serves transit riders and generates ridership. Today, the walk along Sepulveda between Ventura Blvd and the Orange Line is horrific. Due to overhead power lines, there are no trees or shade, making it brutally hot in the summer. There are many unmarked and/or unsafe crosswalks, and the distances between signalized crosswalks is too far. There is no way to bicycle safely along that corridor. The project must include real first and last mile improvements, including undergrounding power lines. That would likely be costly, but much more important to people who actually use transit than the minimal noise from an above-ground track. I live less than one block from Sepulveda, and am 100% with above-ground rail if it means Metro will (for once) fund elements that benefit their actual riders as they walk or bike to stations. A subway that runs under a shadeless, 9-lane mega-road where drivers routinely speed at 50 mph or more does not serve transit riders. This line will be here for 100 years or more. It is a long way between the Orange Line and Ventura, and there should be an intermediate stop (probably at Burbank). By the time this project is complete, Metro will have spend several billion dollars on 405

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					Expansion, 405 Express Lanes, and rail transit, which collectively have led the City of Los Angeles to abandon plans for continuous bike lanes through the Sepulveda Pass. This project should include that element.
			No	2/11/2022	I am glad to see Metro Rail expanding. This project through the Sepulveda pass will be a huge step forward for the system. As you continue studying options and making decisions, I hope you keep the following in mind. 1. It looks like the heavy rail options do a much better job of connecting with other stations and transit centers than the monorail options. Connectivity is the key to an integrated network that will be readily used by the community. There will always be a segment of the population that has to use transit, and they will walk several minutes from station to station if necessary. I think the goal should be to create a system that is as easy and convenient as possible for those that have to ride, but also convenient enough to pull people in that don't. Short and quick connections go along way with that. 2. Monorail going through the middle, or being on the side, of the 405 isn't a good idea. Not only does it greatly hamper any future possibilities of reworking or, god forbid, expanding, the freeway, it will condemn those drivers to many years of construction on a roadway that is already one of the worst in the country. Taking the train underground for the entire crossing of the Santa Monica mountains, provides the fastest route and doesn't impact the drivers on the 405. 3. Use the public money in the wisest way possible. That does NOT mean choosing the cheapest option. The Monorail seems to be less expensive than heavy rail, but one has to drill into the details to understand that the monorail number doesn't include a UCLA station and doesn't include stations that are full size to accommodate the longer trains needed to deliver the maximum number or riders. The heavy rail has all that included in the upfront number. Any of the heavy rail options are better long term use of money. Ultimately, I like Alternative 6 the best as it uses existing technology, but I like that Alternatives 4 and 5 are under Sepulveda rather than Van Nuys. I firmly believe Alternatives 1, 2 and 3 (Monorail) should be avoided. The connectivity is bad, and the hidden costs to bring it up to the same serviceability of the heavy rail is potentially huge. I cannot state strongly enough the degree to which I believe the Monorail options should be avoided.
			No	2/11/2022	I am a resident in Brentwood Glen. I support Alternative 5 or 6 as it has a direct stop at UCLA, the least disruption of the 405, and a direct route connecting with the Purple Line and Expo line.
	La Crescenta	91214	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with

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	Long Beach	90802	No	2/11/2022	I like Alternatives 3, 4, 5 and 6 because they all have a station at UCLA. The one suggestion for Alternative 6 is to have that terminate at the Sepulveda/Expo station instead of Bundy for future expansion. There should be a reconsideration with the Automated alternatives in 4 and 5 to enable the ESFV LRV trains to run in the tunnel as well to enable one seat rides. The maximum vehicle lengths and widths are similar in size to our 3 car LRV train especially considering the initial studies showed the LRT alternative to have the highest ridership. The extra grade separation in this project will offset the increased ridership. Given the increased projected costs of the ESFV LRT with limited funding there should the consideration of combining ESFV LRT with the Sepulveda Pass Transit Corridor projects into one corridor to enable more efficient use of Measure M resources. The technical expertise in the large single bore tunneling can be useful for future high capacity rail projects that require a lot of tunneling.
	Oak Park	91377	No	2/11/2022	I'm SO happy some form of light rail may finally be coming to the Sepulveda Pass! I moved to LA from Manhattan in 1988 and was shocked that none existed. I was also shocked that Angelenos didn't like to carpool as I discovered when I signed up for something called "The Commuter Computer" which claimed to be able to match interested drivers with other commuters seeking to ride share and though I was commuting 9-5 from Sherman Oaks to Mid Wilshire—high trafficked areas at normal commuting times—the result said, "no matches" which I deduced meant that most Angelenos preferred driving alone. I hope you will build "non smoking" train cars into your light rail plans as well as parking lots near train stations where people who have to drive to the stations can park!
	Sherman Oaks	91423	No	2/11/2022	I would prefer an above-ground monorail through the Sepulveda Pass, connecting to another line directly to LAX. In the Valley, the monorail should be above the centerline of the 405. This creates the least amount of neighborhood disturbance and the right of way already exists.
	Sherman Oaks	91411	No	2/11/2022	I am very excited about this project, the need for more alternatives to get through the Sepulveda pass is extremely important for the quality of life for everyone that lives in the San Fernando Valley. What I like are the Alternatives 5 and 6. I think the underground alignment will have less impact on the character of surrounding neighborhoods and cause less disruptions for traffic than any aerial allignments. Also, in the long run it will be quieter for those of us who live near the route. I live a quarter of a mile away from Sepulveda Blvd, between Burbank and Magnolia, and the traffic sounds alone from the freeway and Sepulveda are already too much at times, I don't see the need to add more noise to the neighborhood if there is a solid alternative. I do not like any of the alternatives that include the monorail. They will be the only monorails in the system and I fail to see how they will integrate into connections to the other lines. Also, I am told that heavy rail will be easier to increase frequency or number of cars to increase the a larger number of possible riders. In conclusion, please only consider Alternative 5 and 6. Heavy Rail with underground alignment along the entire route will be best for everyone, even if it costs more and takes longer to get going. This project will be a major improvement for the quality of life in Los Angeles that will impact many future generations, so you should make sure you get it right and allow for as much growth as possible in the future.

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	Sherman Oaks	91423	No	2/11/2022	For this new metro project the only alternatives that I support are 1 and 2 but ONLY if the monorail is in the center of the 405 freeway not on east side of valley. I do not wish to see tunneling under neighborhoods or freeways because of risks and costs. and I do not believe we should have any elevated trains in the Valley-This is unsightly and unacceptable and also unaffordable! Alternatives one and two are also appealing because of the timeframe and this is a critical issue as the 405 traffic flows can make it very difficult to get around LA during morning rush-hour and afternoons.
	Sherman Oaks	91403	No	2/11/2022	I want to again state my opposition and that of my wife to Alternative 4, the route above Sepulveda Blvd. We already suffer from extreme traffic delays along Sepulveda Blvd, Valley Vista, Kester, Noble and of course Ventura; in addition to illegal traffic on Stone Canyon, Pacheco, Rayneta, Cody and Woodcliff and others that I don't see myself. Most of it is funneling to Sepulveda. Choking a lane at Sepulveda to allow for an elevated heavy rail will surely exacerbate the problem. Since population and traffic increase continually, I don't see the project siphoning off enough traffic to make up for the loss of a lane. The subway or alternatives that use existing right of way are the only acceptable solution. thank you for this opportunity to comment.
	Woodland Hills	91364	No	2/11/2022	I think that capacity should be prioritized. Getting MORE people for the system to use should outweigh things like headway times. In addition, the subway alternative can provide inter operational compatibility with existing lines.
	Winnetka	91306	No	2/11/2022	I support Alternative 3, Monorail with underground alignment, for the following reasons. 1. Environmental review will tie up any above ground construction for years. The inevitable graffiti will be an eyesore along the route. 2. The recent COVID crisis shows that human drivers are susceptible to absenteeism during a crisis. Automated monorail is the most reliable option. I'd like to suggest a direct line to the Van Nuys station from population centers such as the apartments and condos around Topanga Mall.
Valley Industry and Commerce Association (VICA)	Van Nuys	91406	Merged Document	2/11/2022	
	Los Angeles	90035	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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	Los Angeles	90064	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Hacienda Heights	91745	No	2/11/2022	What I like: alternative 1, aerial monorail with associated stops What I wish: the project is built at an escalated pace to make ready for the 2028 Olympics What I suggest: Keep bidding to previous contractors who have built aerial facilities, use models from Asian countries. Hire American companies.
	Santa Monica	90405	No	2/11/2022	Please be artistic! Los Angeles so needs a Monorail! It doesn't need a another tunnel in a place famous for earthquakes. And include some way to cycle over the pass in this transit plan. How about a bike lane on the southern side? In any case build the Monorail!

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	Pasadena	91104	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Los Angeles	90049	No	2/11/2022	We live in Brentwood Glen, an area impacted by the previous 405 widening. We were threatened by a possibility of houses being demolished. This would have ruined the very "neighborhood" feel we in the Glen appreciate so much and the reason we chose to buy here. Now we are threatened again. I think any future plans for easing traffic on the 405 corridor should include plans for travel to and from ULCA, which has a huge employer and student population, and should connect to the metrorail being constructed down Wilshire Blvd. Sincerely,
	Inglewood	90301	No	2/11/2022	The Sepulveda Corridor is one of the most vital arteries in Los Angeles' transit network. Adding a high capacity transportation option would provide a necessary connection to Metro's slightly disjointed system. What I suggest is heavy rail, as it would have the speed and capacity to deal with morning and evening rush hour commuters. I'd also like to see a stop at UCLA. Thank you for your time.
Nury Martinez, Paul Krekorian, Niithya Raman, Monica Rodriguez			Merged Document	2/11/2022	
			No	2/11/2022	I am a resident of Bel Air. I support Alternative 5 or 6 as it has a stop at UCLA, very little disruption of the 405, and connects with the Purple Line and Expo line. Easily, the most sense.
	Sherman Oaks	91403	No	2/11/2022	I am thrilled to see that plans to connect the west side and the valley are in the works. It's been a long time coming. A station on the corner of Ventura and Van Nuys will add to the already existing grid-lock we experience daily, morning and night. Additionally, people will use our already cramped streets for parking all day long.

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					What I would like to see is a station on Sepulveda (& Dickens). Thank you.
Prewitt Ridge, Inc	Los Angeles	90071	No	2/11/2022	I support Alternative 5 with a stop at UCLA. On a personal note, prior to (and during) COVID I used the Metro rail daily for my commute. Specifically Silver and Green when I lived in DTLA and worked in Hawthorne, and more recently the Red Line to get from SM/Vermont to my job in DTLA. As a business owner, I'm incredibly concerned about the housing crisis and transportation crisis in Los Angeles. I feel strongly that employees should have access to rapid and reliable transportation to their places of business. Having a workforce stuck in traffic on the 405 every day and arriving frustrated is detrimental to the success of a business. Having an underground (with no at-grade crossings) Heavy Rail connection from the SFV with a single transfer into the tech hubs in DTLA (via Purple and Expo), Santa Monica (via Expo), and Culver City (via Expo) will greatly reduce pressure on housing in the immediate areas. We can also more reliably hire brilliant people from SFV communities. Choosing an unproven Monorail design from an unproven contractor that by-design moves less people and is much slower is unacceptable for our growing community. Especially not with center-highway stops. As someone who transferred at the Silver/Green station in the middle of the 105 daily for six years, I can speak to what a miserable experience that is. Please do not subject any more riders to such nonsense. Underground Heavy Rail allows stations to be placed in the middle of area focus points, thus building stronger bonds in our communities. This also serves as an effective "carrot" in getting people out of their cars: avoid the concrete wasteland, and take the train right to where you need to be! It makes the "last mile" problem so much easier to solve, if there is no "mile" to begin with. I'm also incredibly concerned about further community and traffic disruption involved with any at-grade or above-grade construction. Putting the whole system underground would minimize such disruption. We have the technology! Commuting by rail is much different than by automobile. Individuals can read a book, watch a show, or even send out some emails. It's not "dead time," it's time individuals get back for many of their daily tasks and desires. We NEED this project to move forward unobstructed. This is a once-in-a-generation opportunity to get it right. Thank you for studying this project, and I am excited to see it completed!
	Glendale	91204	No	2/11/2022	I like the idea of a monorail. Even if I didn't need it, I would go out of my way to ride it. There's already one at the Getty and that was a nice ride. Same in Seattle, fond memories. Sometimes things need to be appealing to get people to use it. The busses and underground have a bad reputation, unfortunately.
	LOS ANGELES	90049	No	2/11/2022	In my humble opinion: WE MUST SAY "NO" TO ANY AND ALL PROPOSALS THAT DO NOT INCLUDE STOPS AT UCLA, LOS ANGELES's 3rd or 4th LARGEST EMPLOYER. As both a native born and current resident - it is completely absurd that sooo many of the options for the Sepulveda corridor project do not stop at UCLA. What city are you planning for? If you are planning for *THIS* Los Angeles and *THIS* Sepulveda, then you absolutely *MUST* stop at UCLA. Los Angeles's 3rd or 4th largest employer, and the single reason why 30000 people get up every day and commute in and out of West LA (from every direction). We all just spent several BILLION dollars (and five years) on the infamous 405 improvement project - AND IT DID NOTHING! Except delay and construction for five years. There is no change to the fact that we have SINGLE LANE onramps and offramps at UCLA - AT BOTH WILSHIRE AND SUNSET AND GETTY CENTER. SINGLE LANE ON-RAMPS AND OFF-RAMPS at UCLA is the #1 reason why the 405 IS STILL A NIGHTMARE, AN HOUR LONG COMMUTE from LAX and MDR to SUNSET and another HOUR to Van Nuys. Its crazy that we spent so many billions of dollars on "405 Improvement" and we got nothing but more traffic as West LA continues to grow (e.g. Brentwood Academy PROJECTS, MT SAINT MARY's PROJECTS, ARCHER SCHOOL FOR GIRLS PROJECTS). Crazy City Planning here folks. It just keeps growing - we should all put our collective foot down and *INSIST* on SANE and REALISTIC PLANNING. The SEPULVEDA IMPROVEMENT PROJECTS *MUST* - absolutely *MUST* include UCLA STOPS. WITHOUT ANY DOUBT. Otherwise you're just wasting everyone's money - projects that improve city planning budgets and improve construction budgets and improve CALTRANS and everyone else's budgets - and DO ABSOLUTELY NOTHING TO IMPROVE actual conditions in WESTLA and in the SEPULVEDA CORRIDOR. WE MUST SAY "NO" TO ANY AND ALL PROPOSALS THAT DO NOT INCLUDE STOPS AT UCLA, LOS ANGELES's 3rd or 4th LARGEST EMPLOYER. WE MUST INSIST TO IMPROVE THE PLANNING PROCESS FOR BOTH TRAFFIC AND CITY PLANNING - BUT ALSO RESIDENTS. UCLA HAS A PART TO PLAY HERE TO. AS LA's 3rd or 4th largest employer, with 30000 transient traffic flows every single day, UCLA MUST INSIST ON SUPPORT WITHIN THE SEPULVEDA IMPROVEMENT PROJECT AS WELL. ANYTHING ELSE IS JUST WRECKLESS. UCLA AND METRO AND CALTRANS SHOULD ALL INSIST ON ONE (OR SEVERAL!) STOPS WITHIN THE UCLA/SEPULVEDA CORRIDOR.
	Valley Village	91607	No	2/11/2022	The "eventually to LAX" is key here. Not only does the San Fernando Valley need a clean transit run to LAX, but so does the Westside and both should be accomplished ASAP, given that the Olympics will be here again in 2028. This project will also provide a valuable connection from the San Fernando Valley to the Purple Line subway, the EXPO Line light rail and the Crenshaw Line light rail; opening up tremendous commuting stretches. With the expansion of Metro Micro, a true alternative to the one person-one car can finally be established.
	LOS ANGELES	90019	No	2/11/2022	Please include extensive safe, protected bike path feeder network on each side of sepulveda pass. Also include generous covered bike parking on each side of the pass. Oh what the hell, go all in and include space for a convenient post office and and bike repair shop.

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			No	2/11/2022	I live with my family on Elderwood Street in Brentwood Glen. I have reviewed the various options the Transit board is considering to make changes to the 405 freeway which is only 5 houses away from my own. I bought my house over two decades ago and the biggest selling point was that our neighborhood was a safe and quiet community to raise a family in. Encroachment into Brentwood Glen would displace many in our small, tight knit community and destroy our experience living here. As a resident of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 No encroachment into our neighborhood--While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Please do not destroy our Brentwood Glen neighborhood!! Sincerely,
	LOS ANGELES	90019	No	2/11/2022	Bike parking at the sepulveda line stations and extensive dedicated bike feeder network with safe, protected bike paths. Maybe team up with these folks, it looks like they have learned alot and are willing to share what they've learned: https://www.dutchcycling.nl/en/news/news/921-bicycle-parking-at-train-stations-in-bern
		90064	No	2/11/2022	I fully support high-capacity rapid transit along the Sepulveda corridor. Among the alternatives considered, the monorail alternatives (1-3) stand out as insufficient and inadequate. How can we even discuss alternatives that completely bypass UCLA? How can we even discuss alternatives with stops along I-405? We need to build high-capacity transit where people need it, not with stops on an interstate freeway. Has anyone learned any lessons from the Harbor Transitway fiasco? None of the monorail alternatives have stations properly located and serving people and thus generating high ridership. Sorry, but I can only support the heavy rail alternatives (4-6). As an additional benefit, building a standard heavy-rail line will potentially allow connecting it to other heavy-rail lines in some distant future, so that trains from one line can continue running on another line. Going with a proprietary monorail technology is a recipe for a disaster. Just look at Moscow, a city with a very successful urban rail system: they are now contemplating dismantling their only monorail line and replacing it with a regular light-rail line just because of this incompatibility in technology. Without doubt, monorail alternatives (1-3) should be dropped, and only heavy-rail alternatives (4-6) should be retained and studied further. Thank you very much for taking my feedback into your account.
	South Pasadena	91030	No	2/11/2022	I strongly recommend one of the three heavy rail alternatives for this line. If metro is to look to another system to emulate, it should be BART or Washington Metro, not Disneyland or Las Vegas. I implore Metro to think about how this line fits within the broader system. Why introduce a third type of rolling stock and a completely different type of "track" that will require a new type of maintenance facility? Also, I do not know if Metro plans to ever provide integration of this line with the purple line in order to provide a one-seat ride to downtown LA, but with the Monorail options I know for sure this would be impossible. In addition, any alternative that lacks a direct connection at UCLA should be considered a non-starter. Metro realistically has one chance in this lifetime to get this crucial line correct so as to maximize its utility. Please make the right decision, and pick one of the three heavy rail alternatives. These alternatives will provide better ridership, minimize time spent getting from he valley to the westside, provide connection to UCLA for students who live in the valley, which is crucial, and provides better potential for future integration with the purple, and utilizes currently existing technology within the realm of Metro's experience and institutional knowledge. The monorail alternatives just do not make sense in comparison.

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	Los Angeles	90024	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
UCLA Graduate Students Association	Los Angeles	90024	Merged Document	2/11/2022	To the Los Angeles Metro Board of Directors, I am the President of the UCLA Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Musibau Jimoh
	Tarzana	91356	No	2/11/2022	I use the Orange Line to commute to work. I think that the best alternative is the option of having the train entirely underground from the Westside to the Valley. In my opinion, it makes no sense as a user to be changing modes of transportation from underground to aerial in the middle of the route. It's a waste of time, and a hassle for those with reduced mobility. People need convenience and speed, and the least amount of transfers the better. I think that it would be even better if the project included the underground train all the way to Pacoima, instead of having to switch trains from heavy rail to light rail in the middle. It is a waste of time for commuters, and it would be a hassle for working people, on top of being slower due to having to share the way with regular traffic (Expo Line being an example of the inconveniences of at-grade rail).

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UCLA Graduate Students Association	Los Angeles	90034	Merged Document	2/11/2022	I am President of the UCLA Public Health Student Association, a member of the Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Geneva Vogelheim
	Diamond Bar	91765	No	2/11/2022	What I suggest for the Sepulveda Transit Corridor is a an absolute rejection of monorail alternatives. Additionally, I demand that UCLA has a direct station along this line (not a connecting people mover or bus service). Heavy rail, because of greater ridership potential, carrying capacity, and similarity to existing rolling stock of subway cars must be the chosen alternative. Although costs are higher on the heavy rail alternatives than the monorail alternatives, these abovementioned benefits are the reason why spending on heavy rail outweighs possible benefits of the monorail. I suggest the rejection of Alternatives 1, 2, 3, and 6, while wishing to see Alternatives 4 and 5 move forward.
UCLA Graduate Students Association	Los Angeles	90042	Merged Document	2/11/2022	To the Los Angeles Metro Board of Directors, I am the President of Engineering Graduate Student Council for 2021-2022 academic year(~2500 student members). In addition, I sit on the UCLA Graduate Students Association (GSA) council. GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping process. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. We want the stop to be directly at UCLA to allow for safe and quick access for UCLA students. Sincerely, Vera Koutnik
	Sherman Oaks	91403	No	2/11/2022	I'm writing to oppose the monorail options for the project, which will be inefficient, hard to use and expose passengers to harmful pollution. As an SFV resident, I support a rail line through the pass, but it must be hard rail. I would give up my car for a hard rail option, but not for the monorail. Please do not build a monorail.
	los angeles	90024	No	2/11/2022	If it is determine that that additional transit paths are needed, I vote for an underground subway. Using one or even more freeway lanes for a monorail type system will reduce car capacity on the freeway. In the end, the cost for a monorail and subway will probably be the same. I think it is wrong to deprive people of their homes along the transit corridor which would ne necessary for the monorail. Once you pay for those homes the cost will be high. Plus there would be no stop for Westwood Village and the VA. With a subway those stops would be available. It just makes sense to build the subway.
	Los Angeles	90043	No	2/11/2022	I prefer option 6. An underground rail is best because waiting for the rail in the middle of a freeway is noisy and polluted. One of the benefits of public transit is having time to read, and it will be easier for students to read while waiting for the train underground compared to in the middle of a freeway. A stop at UCLA as a major educational, employment, and medical center is a must. Also, Sepulveda is a major corridor on the Westside, so it makes sense for the southernmost stop as shown in option 6 to be on/under Sepulveda.
		90049	No	2/11/2022	What I like is that the monorail would be awesome and could become such a defining feature of Los Angeles, which will transform the city into a next-generation metropolis. Since this transit design is for a city far into the future, current leaders should prioritize planning for what the future of a world-class city should be versus selecting an alternative that would satisfy NIMBY people living now who will not be here when this project is completed (this includes myself). Be forward-thinking, not backwards-looking!
	Los Angeles	90068	No	2/11/2022	What I like is option 4 "Heavy Rail" Fully Automated using the Linear Induction Motor Propulsion system. The 3 most recently built subway lines in Japan [Tokyo's Toei Subway L12 and Osaka Metro's L7 & L8] use a fully automated system propelled by linear induction motors. Japan arguably has the best most efficient transit system in the world and if their newest lines have all chosen this technology, then it could help usher in a new efficiency into LA's network. What I also like is innovative approach to tunneling stations with the single bore staggered platform design concept in Sepulveda Transit Corridor Partner's proposal in figure 4.3-15. Thank you
	Los Angeles	90029	No	2/11/2022	Dont listen to the Bel-Air people and don't build the monorail.
	Alhambra	91801	No	2/11/2022	I like encouraging more public transit. The need is there to move away from such a car centric city. With traffic on the 405 becoming worse and worse, constructing this transit corridor should be essential for the climate and for livability for everyone in Los Angeles. I would like any of the underground alternatives. Thank you,

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		91731	No	2/11/2022	A station on the UCLA campus must be built as part of the Sepulveda Transit Corridor Project. By Metro's own calculations, this would be the heaviest used non-transfer station in the entire network, allowing students, faculty, staff, hospital patients, and more to access campus without a car. The monorail alternatives 1 and 2 present first/last mile challenges that add unnecessary transfers and travel time would discourage many from using the mode as a replacement for their car. Furthermore, I believe the project must be built with heavy rail, preferably automated. It is already known that monorail is an inferior technology, and it is insane that it is being studied as a real alternative, even moreso at a cost of $70 million. Monorail is a technology that Metro has no experience procuring, operating, or maintaining and this will likely lead to extraordinary budget overruns for a line that would move fewer people at a slower pace than heavy rail. The low cost estimate given by BYD for the monorail is deceptive; their plan (and the rest of the monorail alternatives) cut corners where . Heavy rail tunneled through the Santa Monica Mountains presents the best option for serving Angelenos now and into the future. It provides interoperability, higher capacity, and opportunity to expand service with growth. Although tunneling will be expensive, this is a worthy return on investment of taxpayer dollars. Thank you for taking the time to consider my comments.
	Los Angeles	90059	No	2/11/2022	What I suggest is Heavy-Rail design for the Sepulveda Pass Right-of-Way. This corridor may become heavily used and perhaps other agencies may contract it's use as well.
	Los Angeles	90028	No	2/11/2022	The Sepulveda corridor is one of the busiest commuting routes in the city, county, state, and country, and yet it lacks an efficient public transit link for thousands of workers, forcing them to take private, surface transportation and causing the 405 to become the laughing stock of commuter traffic across the country. Metro needs a heavy rail solution to this problem. The study area for the corridor connects very large employment centers (UCLA, West LA VA) and housing-rich San Fernando valley. There is no current rail nearby, but the Purple/D extension will bring much needed underground relief to the area. I believe that a fully underground heavy rail option is the best option here. I believe that a monorail, especially one over an existing freeway, is in the best interest of potential users of the corridor. It will cause years of construction on an already construction-weary public with the 405 carpool lane just finished a few years ago. Metro knows that transit in freeway medians does not attract the same number of riders as transit strategically located in neighborhoods themselves. I urge Metro to reject the monorail options, Alternatives 1-3. As far as the underground heavy rail goes, for a more seamless heavy rail experience as is on the A and D lines - keep the entire section underground. This will mean no chance of crossings that delay service due to traffic signalling or cars/pedestrians blocking intersections. I like that Alternative 6 includes a more westerly catchment area. The parking desert that is the Sawtelle neighborhood would benefit greatly from enhanced heavy rail transit access.
	Los Angeles	90034	No	2/11/2022	I am worried this project will be unduly influenced by interests that have no intention of ever using it. If this project goes forward as a cheesy Monorail, or has train stations in freeway medians, then it will be apparent that the decision makers are ignoring the needs and preferences of the people who will actually be using the system in favor of the noisy well connected privileged few. We need a tunneled rail connection between the basin and the valley. We need it to be fast, and we need it to have stations that can be a part of the fabric of the areas they serve. To compromise is a crime against the future of the city, and against the environment. Invest in our future. Avoid building a compromised system to the preferred specifications of its saboteurs.
	Encino	91316	No	2/11/2022	Please only consider heavy rail all the way. The rail should only go up van nuys since it was the only area designed to accommodate and will allow future expansion North. The traffic impact on the intersections of Burbank, vanowen, Victory, and sherman way that cross the 405 are already terrible congestion for traffic. People would have to cross over in less than 1000 ft multiple lanes to pull into car park lots when traveling southbound on the 405. The terminal station at the south should be expo line.
	Los Angeles	91436	No	2/11/2022	After attending some of the community scoping meetings and reading the online materials, I would like to share some of my comments and thoughts on the Sepulveda Corridor project. First, as a resident on Encino who frequently travels through the Sepulveda Pass, I would like to express my overall support for the project. Weaving this part of the city into the citiy's overall mass transit system is a much needed and worthwhile objective. Of the six options being considered, I would like to express support for the heavy rail options, as they are the solutions that would most seamlessly integrate the Sepulveda line into the existing metro system and create the least 'friction' for users to utilize the line for daily and eventually airport commuting. I feel that a monorail solution will be less utilized and prove shortsighted due to the uniqueness of the solution in the overall metro system, the added steps needed to switch from one mode of transit to another, and the (admittedly modest) longer travel times through the pass. Within the heavy rail options I would strongly like to voice support for options five and six. As a recent transplant to the valley, (2017), and a undergrad in architecture, I feel very strongly that the intersection of Ventura Blvd and Sepulveda Blvd is probably the nicest urban intersection in the valley and one of the best in the city and deserves to be protected. Adding an overhead transit line through the middle of the intersection would urbanistically degrade the space and complicate an already congested area. I might even hazard to say that were the interesection located on the other side of the hill, the idea to elevate the line before rather than after it would not even be considered. Whether the line remains underground after the Sepulveda/Ventura intersection is a question I'll defer to you and to others, but in my opinion preserving the integrity of that intersection is well worth the cost of tunneling another 1/4 mile. Good luck with the project and I look forward to watching its progress.
	Los Angeles	91423	No	2/11/2022	I am very excited for the Metro Sepulveda Project! This is an absolute necessity for the City. The traffic clogged streets of the Valley and the Westside are in desperate need of reliable, public transit in the form of rail. The vehicle traffic through the Sepulveda Pass on the 405 is one of the most (if not the most) traveled corridors in the nation. As a 20 year resident of Los Angeles and now a recent homeowner in the Sherman Oaks neighborhood, I suggest proceeding with Alternative 6. A subway heavy rail down Van Nuys Blvd. through the Santa Monica Mountains to the Westside accomplishes a variety of needs. Easy connections to the forthcoming East Valley Light Rail, the Metro Orange Line, Metrolink, Amtrak, Metro Purple Line and Metro Expo Line would make this route easily accessible for a variety of Angelenos across a wide range of neighborhoods. Additionally, by traveling along Van Nuys Blvd. as is proposed by Alternative 6, there is more access to more small businesses than there would be by elevated rail via Sepulveda Blvd. To that end, a stop on Ventura Blvd. is far more beneficial than a stop on the 101 as was the case with other Alternatives. Moreover, with UCLA as the

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					top 4 employer in Los Angeles County, a bona fide stop at UCLA itself is critical; anything less would simply be a failed project. Alternative 6 checks all of these boxes and is an absolute necessity to the City.
	SHERMAN OAKS	91403	No	2/11/2022	I supports an UNDERGROUND subway and prefer Alternative 6. It provides better community access, economic development and is less disruptive. I opposes all above ground alternatives – Alternatives 1, 2, 3, and 4 as they are not aesthetically pleasing, will add to the already terrible traffic and will displace residents and businesses.
	La	90032	No	2/11/2022	I want to see heavy rail! Option 5 or 6
		91401	No	2/11/2022	I support Alternative 6. I live in Sherman Oaks
	Los Angeles	91423	No	2/11/2022	As a new resident of Los Angeles and now a recent homeowner in the Sherman Oaks neighborhood, I suggest proceeding with Alternative 6. A subway heavy rail down Van Nuys Blvd. through the Santa Monica Mountains to the Westside accomplishes a variety of needs. Easy connections to the forthcoming East Valley Light Rail, the Metro Orange Line, Metrolink, Amtrak, Metro Purple Line and Metro Expo Line would make this route easily accessible for a variety of Angelenos across a wide range of neighborhoods. This is an absolute necessity for the City. The traffic clogged streets of the Valley and the Westside are in desperate need of reliable, public transit in the form of rail. The vehicle traffic through the Sepulveda Pass on the 405 is one of the most (if not the most) traveled corridors in the nation. Additionally, by traveling along Van Nuys Blvd. as is proposed by Alternative 6, there is more access to more small businesses than there would be by elevated rail via Sepulveda Blvd. To that end, a stop on Ventura Blvd. is far more beneficial than a stop on the 101 as was the case with other Alternatives. Moreover, with UCLA as the top 4 employer in Los Angeles County, a bona fide stop at UCLA itself is critical; anything less would simply be a failed project. Alternative 6 checks all of these boxes and is an absolute necessity to the City.
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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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			No	2/11/2022	I strongly support drilling for the new mass-transit project for the Sepulveda Pass. The monorail alternative is insufficient and does not consider the material needs of transit passengers. Bel-Air sits on top of the Santa Monica Mountains. The suggestion that residents would be burdened by construction or transit is absurd and unfounded.
	Los Angeles	90034	No	2/11/2022	I like Alternative 3. I think that having the stop at Westwood / UCLA is an absolute must. The second route required if that stop does not exist will be a deterrent to potential riders. I also like that it's above ground along the 405 so that people stuck in traffic can look up and see it and think, "I should have taken the train."
	Redondo Beach	90277	No	2/11/2022	As a nearly lifelong resident of Los Angeles with and a current commuter to the Sherman Oaks neighborhood, I suggest proceeding with Alternative 6. A subway heavy rail down Van Nuys Blvd. through the Santa Monica Mountains to the Westside accomplishes a variety of needs. Easy connections to the forthcoming East Valley Light Rail, the Metro Orange Line, Metrolink, Amtrak, Metro Purple Line and Metro Expo Line would make this route easily accessible for a variety of Angelenos across a wide range of neighborhoods. This is an absolute necessity for the City. The traffic clogged streets of the Valley and the Westside are in desperate need of reliable, public transit in the form of rail. The vehicle traffic through the Sepulveda Pass on the 405 is one of the most (if not the most) traveled corridors in the nation. Additionally, by traveling along Van Nuys Blvd. as is proposed by Alternative 6, there is more access to more small businesses than there would be by elevated rail via Sepulveda Blvd. To that end, a stop on Ventura Blvd. is far more beneficial than a stop on the 101 as was the case with other Alternatives. Moreover, with UCLA as the top 4 employer in Los Angeles County, a bona fide stop at UCLA itself is critical; anything less would simply be a failed project. Alternative 6 checks all of these boxes and is an absolute necessity to the City.
	Redondo Beach	90277	No	2/11/2022	As a lifelong resident of Los Angeles with 25 years in the Valley and a former resident in the Sherman Oaks neighborhood, I suggest proceeding with Alternative 6. A subway heavy rail down Van Nuys Blvd. through the Santa Monica Mountains to the Westside accomplishes a variety of needs. Easy connections to the forthcoming East Valley Light Rail, the Metro Orange Line, Metrolink, Amtrak, Metro Purple Line and Metro Expo Line would make this route easily accessible for a variety of Angelenos across a wide range of neighborhoods. This is an absolute necessity for the City. The traffic clogged streets of the Valley and the Westside are in desperate need of reliable, public transit in the form of rail. The vehicle traffic through the Sepulveda Pass on the 405 is one of the most (if not the most) traveled corridors in the nation. Additionally, by traveling along Van Nuys Blvd. as is proposed by Alternative 6, there is more access to more small businesses than there would be by elevated rail via Sepulveda Blvd. To that end, a stop on Ventura Blvd. is far more beneficial than a stop on the 101 as was the case with other Alternatives. Moreover, with UCLA as the top 4 employer in Los Angeles County, a bona fide stop at UCLA itself is critical; anything less would simply be a failed project. Alternative 6 checks all of these boxes and is an absolute necessity to the City.

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Citizens Coalition for Safe Community			Merged Document	2/11/2022	I have reviewed the available documents and strongly support for scoping eliminating Alternatives 1, 2, 3, 4, & 5, both above ground and some underground alternatives for the preparation of a Programmatic EIR for the Westside and Valley corridors. I was Environmental Controls Supervisor for the Red Line Phase 1, construction management for 5 years and have contributed to rail transit, and some buses, projects in Seoul Korea, Beijing & Canton China, and Dubai UAE. I have also prepared/reviewed >500 EIRs/EISs worldwide since 1972 for structured project and for infrastructure project, road, transit, water supply, sewers, and flood controls. I also reviewed the SR-710 North Project from 1992-2014 when it was finally focused on TDM/TSM projects. I find the underground plans to be totally inadequate and incomplete with regard to alignment (e.g., keep the route dead straight, NO CURVES between stations) and to the disposition of tunnel debris/muck for hauling away from tunnel heads (e.g., TBM starts from stations at rail lines ONLY). I am always available for clarifications and elaborations, and as President of Citizens Coalition for A Safe Community and retired assistance is Pro Bono, Tom Williams
	Los Angeles	90049	No	2/11/2022	I have been a resident of Brentwood Glen for over 30 years. I am writing this letter in hopes that you will select alternative 5 or 6 when you make your decision. Please see below the talking points I fully agree with from others in my neighborhood and seriously consider them when making a decision. 1. As a resident of the Brentwood Glen, I support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Thank you,
	Los Angeles	90042	No	2/11/2022	I am strongly against building an elevated, aerial monorail. This seems way out of alignment with costs and current technology that would make it operate at a loss. It's also adding a big ugly structure to the mountain views along the 405 so just aesthetically I'm against it. and it seems crazy in earthquake country. Please do not build a monorail through the 405. I like the heavy rail options that seem to align with the current technology and methods used by Metro. I wish there was a stop somewhere in between Venture Blvd and Westwood. I wish there was an alternative for heavy rail that would stop at the Getty, without the use of an elevated monorail. I strongly support a direct stop at UCLA. I vote for Alternatives 5 or 6.

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	Los Angeles	90049	No	2/11/2022	I am a Brentwood Glen Resident for nearly 20 years. As a life-long Angeleno, I have seen this city go through many changes. I must say that your last project to widen the 405 Freeway was a disaster for particularly those of us who live in the Brentwood area. Not only did it virtually shut down traffic throughout our area for three years, the widening of the freeway did NOTHING to improve the traffic on the 405 Fwy. Because of this experience, I am VERY concerned and actually opposed to ANY of the "Above Ground" projects that runs along the 405 Fwy at any part of the Sepulveda pass as it will deeply impact the Brentwood Glen neighborhood and it's residents. The property value of our homes will also be deeply impacted by an multi-year project and should you decide to acquire some of our homes, our property values for the neighborhood will plummet. I hope you will take into consideration that we have invested everything into our homes along with paying considerable property taxes all these years. For most of us, our homes are our largest financial asset and I am very concerned how the Brentwood Glen residents will be impacted! However, if this project is moving forward, here are my comments and concerns: 1. As a resident of the Brentwood Glen, I support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405. 2. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. ? ?What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura 8. What will the impact be on our air quality?
	Los Angeles	90027	No	2/11/2022	Staff Sepulveda Transit, I am a native Angeleno, business owner, and renter, and I'm calling on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters who bear the greatest losses with gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers all across LA County, including myself, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the

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					Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Sherman Oaks	91403	No	2/11/2022	Both my husband and I, living in Sherman Oaks are against heavy overhead rail going down Sepulveda Blvd for a number of reasons. I believe that is Option 4. We are also opposed to the monorail plans. We believe option 6 is the best plan.
	Valley Glen	91401	No	2/11/2022	I might have commented before, but I really want to emphasize my support for heavy rail and not for monorails or car centric alternatives.
	Sherman OPaks	91403	No	2/11/2022	For the routes using the North side of the Sepulveda Pass, is the plan for the monorail pylons to be on the West side or East side of the Pass? Have considerations been made for the visual impacts of the proposed transit system?
Douglas Emmett Mangement			Merged Document	2/11/2022	
			No	2/11/2022	As a resident of Brentwood Glen I am writing to voice my concerns about the proposed Metro expansion on the west side.
	Encino	91436	No	2/11/2022	I moved to Encino three years ago, and hoped to remain here until this project was announced to be on Sepulveda Blvd. I understand that traffic is problematic, but if one of the Sepulveda Blvd. locations is used, it will actually make traffic worse. As an alternative, I believe the best location is a high rise light rail over the 405. Currently, Sepulveda Blvd. offers a much needed alternate route to the 405. The aging population would not use the new transport. Agers prefer to drive to & fro on Sepulveda Blvd. Please preserve Sepulveda Blvd. as is ! Thank you.
			No	2/11/2022	I am a senior citizen who has lived on Berwick Street in Brentwood Glen for nearly 40 years. I support the Sepulveda transit alternatives five and six because both have a direct stop at UCLA, one of the county's largest employers, and can connect with the purple line and expo line. Both of those alternatives, whether automated or manned, would ultimately ensure the shortest seamless connection to the airport, especially if metro stops at Sepulveda because the train would run parallel to the 405. I listened to the presentation to the Brentwood Glen Association and received no clear answer about property encroachment with an aerial alignment along the 405 into our neighborhood. Given that land acquisition was given as an option for the 405 Sepulveda Pass Expresslanes project and previous land acquisition for the 405 expansion in 2009, I strongly oppose alignments and final designs that would result in the possibility of property acquisition. We are a cohesive neighborhood including a church on Church Lane. Cannibalizing our neighborhood would be devastating not only to those whose homes would be taken.

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	Los Angeles	90049	No	2/11/2022	Dear Mr. Carter, As residents of Brentwood Glen (Burnham Street) and as UCLA faculty/researchers, we support Alternative 5 or 6, because they involve a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection, ultimately to LAX, especially if the Expo line stop is at Sepulveda, because the train would run parallel to the 405 freeway. Regarding Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. Relevant questions are: • How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? • What existing right-of-way will the alternatives with aerial alignments along the I-405 use? Regarding a UCLA Stop: We strongly support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. Note that a stop at UCLA ensures seamless transfers to other parts of the metro system. We wonder: • How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? • Will the transfers be free of charge? • Not having a Metro stop at UCLA would be a missed opportunity in that UCLA is one of the largest employers in Los Angeles County. Regarding Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. For example, • How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? • What will the operational noise impacts be for alternatives with aerial alignments? Regarding efficiency: The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. Regarding disruptions: Alternatives 1, 2, and 3 aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. And alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd. For alternatives 1-3, specifically, • What is the noise and vibration impact of the monorail options? Thank you for the opportunity to comment on this important initiative.
	Los Angeles	90048	No	2/11/2022	Plan number 5 or 6!!!! Underground rail please ?
	Los Angeles	90035	No	2/11/2022	Hello! As a frequent LA Metro user I am excited about an improved transit connection between Westwood and the valley- I've taken the bus between Westwood and Sherman Oaks many times and the experience is extremely frustrating. I strongly urge the Metro to construct below-ground heavy rail, which will have higher ridership, throughput, and help LA metro users travel more quickly between key job and housing centers in LA. Thank you!
	Los Angeles	90034	No	2/11/2022	I suggest considering the impacts on health and safety that an aerial tram alignment with with the 405 corridor would have on passengers. We have learned with the Green Line that the noise and pollution associated with that transit line in close proximity to freeways is harmful to health while waiting for trains, [1] not to mention the undesirable and ugly atmosphere around each station. The tunneled heavy rail alternatives sound much more appealing from a health and safety perspective. Thank you for your consideration. [1] https://innovation.luskin.ucla.edu/sites/default/files/Noise Transit Platforms_0.pdf
	San Pedro	90731	No	2/11/2022	The Monorail concepts are an absurd waste of city funds and a nearly fraudulently dishonest submission by BYD. The heavy rail options are all far superior and realistic. Of these three I have clear preference for options 4 (aerial along Sepulveda) and Option 6 (The non PPP option)
	Los Angeles	90049	No	2/11/2022	As a resident of the Brentwood Glen, I support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Also, combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to (ultimately) the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405. Please no Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented (and defeated) as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable with and strongly opposed to alignments and final designs that result in the possibility of property acquisition.

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	Panorama City	91402	No	2/11/2022	This project should not go forward as is. It should be a single line, single technology and single process from the San Fernando Metrolink to LAX. To put a subway under an overhead system is a absolute and abominable waste of $$$. To put overhead in the valley and subway on the Westside is to insult the people of the valley saying 'you do not deserve a subway, you have to put up with and overhead line' WE WILL NOT PUT UP WITH THAT ATTITUDE. If it is good enough for the valley, it is good enough for everyone, and if the Westside/Wilshire gets a subway, so does the valley. The 405 plans for an express lane etc. are a no go. Express lane only benefit those who can afford them. They make it worse for the rest of us. They exclude the occasional user, the poor, and those that do not use the road enough to justify a transponder. NO MORE EXPRESS LANES, ANYWHERE, EVER. The way to reduce traffic on the 405 is to make a viable, reliable, well planned, goes where people want to go, includes the last mile, public transit system. The MTA seems to be incapable of doing that. And you do not get to do things, like express lanes, in an attempt to force people into transit by making driving to expensive and to inconvenient. You build the alternative, then restrict the driving. You are a long way from that. Stop the East Valley Project, and give us a complete plan for a transit line from SF Metrolink to LAX. Yes, you will build it in stages, but it should be one plan from the outset.
	Los Angeles	90025	No	2/11/2022	Hello, I would like to strongly reject the monorail options (1, 2, and 3). The monorail options (1, 2, and 3) stop in less-populated, less-accessible areas along the 405. Riders at these stops would have to endure unhealthful air and noise pollution. Worse, the monorail is an unproven major interurban technology (Disneyland doesn't count) and is incompatible with our existing transit infrastructure. Fixing a broken monorail car requires expertise LA Metro just doesn't have. And monorail options 1 and 2 would not stop at UCLA, which is home to many potential riders. I would like to advocate for Option 6. In option 6, trains accommodate some 800 passengers—obviously better—and would serve areas of denser population than would options 4 or 5. Thank you,
	Los Angeles	90027	No	2/11/2022	There is a great need for some form of transit from the south to the north on the west side of the city. Something needs to be done in order to relax the constantly increasing traffic congestion on the 405, since there are no other viable options. I would hope that one of the plans is accepted, but I prefer that either 4,5,or 6 is that option. The alternative of doing nothing is not viable since it just adds more congestion as the population increases.
	Los Angeles	90046	No	2/11/2022	The Sepulveda Transit Corridor is maybe the most exciting project to happen to LA public transit in the past 30 years. It would help lessen one of the worst bottlenecks of traffic in America, and help realize Metro rail's network into one that actually reflects commuting in Los Angeles. It's exactly what we need. But some of these alternatives seem like they lessen and/or ruin the impact of what could be an essential part of Metro's rail network. Alternatives 5 & 6, albeit more pricey, seem to be by far the best investment in the future of the Sepulveda corridor. After construction, they'd ultimately have the least impact on the character of local neighborhoods & stakeholders, and give the best chance at providing Angelenos with a complete transit network.
			No	2/11/2022	To Whom It May Concern: I have been a resident of the San Fernando Valley since 1963. I have watched the entire valley grow to be an important part of Los Angeles. As such, we contribute mightily to the city's tax base. The residents deserve a FABULOUS, QUIET MASS TRANSIT SYSTEM. Many of our residents (and those of other communities such as Thousand Oaks, Palmdale, Lancaster, Canyon Country, etc.) work on the Westside. They use this corridor daily too. We all deserve a quality mass transit system. Any proposal which includes aerial/above ground heavy rails on Sepulveda Blvd. should be eliminated IMMEDIATELY !!!! The noise, the pollution, the ugliness renders any as the worst decision(s)! The best solutions are Plans 5 and 6 . If the downtown area and the Wilshire corridor have the entire system under-ground, the Valley should as well. This city is one of the biggest tourist attractions in the country.....the access to the beaches, the mountains, entertainment venues....(many of which are in the San Fernando Valley) cannot/must not be over looked. PLEASE, PLEASE, PLEASE look toward the future and be sure the valley has a mass transit system which compares well with the rest of Los Angeles as well as other great cities of the world! Don't be penny wise and pound foolish..... Put this UNDERGROUND !!!!!

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	Los Angeles	90025	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90025	No	2/11/2022	Hi- My office is in Brentwood and I specifically work in the area as a realtor. I support Alternative 5 or 6. It has a direct stop at UCLA; the least disruption of the 405; and a direct route connecting with the Purple Line and Expo line.
	Los Angeles	90035	No	2/11/2022	I strongly support the underground heavy rail options (Options 4-6). These options will have significantly less impact on traffic during and after construction and eliminate the need for above-ground service like a bus or people-mover to the UCLA campus (like in Options 1 and 2). Furthermore, underground heavy rail options allow more flexibility in terms of routes, stations, and possible future extensions. Of the six options, I prefer Option 6 the most since it is entirely underground, but 4 and 5 are acceptable alternatives.
	Los Angeles	90024	No	2/11/2022	To the Los Angeles Metro Board of Directors, I am part of the UCLA Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely,
	Los Angeles	90034	No	2/11/2022	What I like about the project is that it adds an alternative means of transportation to valley other than driving. I would like to see heavy rail(automated or non-automated) option or alternatively the light rail solution be chosen. As an engineer involved in infrastructure projects in transportation field, I understand the complexity and costs associated with these solutions. At the same time, these solutions along with the rest of Metro rail network can cut the need for driving, further reducing our carbon emissions and footprint and expanding the affordable and safe access to different parts of our city to more people. This will also increase metro ridership, reduce

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					the stress on our roads and needs for maintaining them and further leaving more budget for expanding our rail network. A reliable mode of transport,mainly a train that does not get stuck in traffic jams and traffic lights like buses encourages people to ditch their cars and also gives a boost to our air quality.
UCLA Graduate Students Association	Sylmar	91342	No	2/11/2022	To the Los Angeles Metro Board of Directors, I am the Director of Internal Affairs of the UCLA Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely,
Bel Air Association			Merged Document	2/11/2022	
			No	2/11/2022	I live with my wife and our two sons in the Brentwood Glen on Berwick Street. Below please find my comments on the various alternatives being discussed for the Sepulveda Transit Corridor Project . As a resident of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass Express Lanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. Provide a UCLA Stop : We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. Minimize Negative Impacts to Surrounding Neighborhoods : Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. Thank you for your consideration.
	sherman oaks	91403	No	2/11/2022	how will this conflict with the IMT PROJECT at Sepulveda and the 101 ? this will be horribly difficult for any of us living in this area. Where do all the cars go that are going over the hill in the meantime? I am very very opposed to this project. Where will they put the terminal? it will bring more homeless people and more potential crime than we are already dealing with for sure and that's an awful thought. Are you planning to deal with that?
	Los Angeles	90034	No	2/11/2022	I like options 4 through 6 the best, because all the monorail options would have stations in the middle of freeways. Metro even published a piece on their own website a couple years ago about the freeway median-running C Line (Green), reflecting on the downsides of "making the train hard to reach by sticking mostly to the middle of a busy freeway." Even if it's more expensive to tunnel further from the freeway, if this line is supposed to last hundreds of years, it's worth the extra cost to build it where people actually need to go. Also, as a former UCLA student, I think it would be much more of a challenge to convince the many students that otherwise default to expensive rideshare services to take the train if it wasn't centrally located. Having to walk a half hour to the 405 or transfer onto a potentially slow bus could be a deal breaker to many, and add a huge amount of travel time onto a transit commute.
	Eastvale	92880	No	2/11/2022	What I would like for the Sepulveda line is any of the heavy rail alternatives. I simply cannot fathom why a monorail is being considered. This line would be very important as it would allow me to live in a family member's home in Thousand Oaks and allow me to commute to other family in Koreatown.

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			No	2/11/2022	Staff Sepulveda Transit, I understand there's a large outcry about the environmental study of the Sepulveda Transit Corridor. I am all in on building a regional transit system that will help us all navigate from our homes to our jobs, with a reduced dependence on our cars for basic job commutes. However, I'd like to point out that with our current housing situation, the places where people can afford to rent/purchase homes are going to be greatly impacted if developers decide to swoop in and buy out these properties, only to build market-rate housing. I would ask the staff and directors to keep in mind that our middle-class and working class are the ones who will be greatly impacted by this decision, and sincerely request that you set a project goal of zero displacement of renters due to the presumptive gentrification that will occur. Anyone who is displaced should have a home to go to, as well as the right to return at the amount they were currently paying. Suggested mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A monitored registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide 50% of their units at rents that are affordable to households with L and VLI relative to AMI • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with L and VLI relative to AMI • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with L and VLI relative to AMI in the project area • Permanent just-cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • Affordable housing financing that is well publicized and readily available. • A permanent mechanism for tracking the loss of rent stabilized units and tenants. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS Each alternative should have a station at Ventura Blvd. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded. I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022
			No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with

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			No	2/11/2022	I am a resident of Los Angeles and I strongly support Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
			No	2/11/2022	I am a father/husband with 2 children who has lived in Brentwood Glen for nearly 30 years. I support the Sepulveda transit alternatives five and six because both have a direct stop at UCLA, one of the county's largest employers, and can connect with the purple line and expo line. Both of those alternatives, whether automated or manned, would ultimately ensure the shortest seamless connection to the airport.
		91403	No	2/11/2022	The residents of Sherman Oaks do not want their community divided by heavy rail above ground. The chosen option should be heavy rail, to stay below ground.
	Burbank	91506	No	2/11/2022	Hi, as a Burbank resident I'm well-aware of how difficult it is to over the Sepulveda pass. We have to choose a heavy-rail option, do the superior speed, higher capacity, and better inter-station connectivity (ie. closer walks). There needs to be a direct rail connection to UCLA and the Westwood station, as these stations will have massive utilization. This is a once-in-a-lifetime opportunity to get it right--I support heavy rail options 4&5.
	Granada Hills	91344	No	2/11/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any

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					money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Pasadena	91101	No	2/11/2022	I am really excited by the prospect of a mass transit option through the Sepulveda Corridor. The infrastructure associated with the 405 creates an opporunity for further construction of mass transit without causing significant *new environmental degradation. I would like for LA Metro to continue to push for public support for this project by spreading information about the public health, economic, and environmental benefits for this work.
	VAN NUYS	91411	No	2/11/2022	To whom it may concern within Metro, I wanted to voice support for heavy rail alternatives for the Sepulveda corridor project and also wanted to voice opposition to monorail alternatives for the project. If you want the stats and ignore everything else, I oppose alternatives 1-3 and support alternatives 4-6. I like the heavy rail alternatives due to the higher capacity and traditional trainsets. I oppose the monorail alternatives due to the differences from other transit types, potential further distance from connecting stations, and to be honest monorails visually look ridiculous and embarrassing especially for the effort put into such a critical corridor. If you go for a monorail you will make our city look like one big joke. Hopefully you find the blunt response refreshing. I'm really excited for the project, especially living so close to the potential line. I would utilize it extensively upon completion. If you do consider my support and opposition in the final decision, thank you very much, I appreciate it.
	LA	90035	No	2/11/2022	I have reviewed the 6 options and soundly reject Options 1, 2 and 3, all the monorail options, in part due to noxious freeway air quality at the stations on the freeway. Heavy rail is a better choice, and stops with easy access to UCLA are absolutely necessary for the 30,000 students and the myriad of employees and patients that go there daily. Option 6 has the biggest trains (seating 800 instead of 680), works with the existing transit infrastructure, and reaches areas of densest population, including UCLA. My choice is number 6.
Congressman Brad Sherman		91403-1791	Merged Document	2/11/2022	
Brentwood Glen Association	Los Angeles	90049	Merged Document	2/11/2022	Attached is the comment letter for the Brentwood Glen Association. President Brentwood Glen Association
			No	2/11/2022	To whom it may concern: I am very supportive of the Sepulveda Transit Corridor project as it will provide a fast and reliable alternative to traffic on the 405. Regardless of the mode or alignment selected, to enhance the utility of this project now and in the future, I would like to see this project extended to include a southern terminus station at the site of the Santa Monica Airport. Presently, this area contains a mix of uses including the Santa Monica Business Park, the Santa Monica College Bundy Campus, restaurants and housing. In the future, when the Santa Monica Airport closes in 2028, the site is envisioned to be transformed into a large regional park, with the potential for some associated development if approved by the community. This new park will represent a strong regional draw, especially when coupled with the existing land uses. If not feasible to accommodate this station at the present, I hope priority is given to future extensions of this project to include the requested and essential station.

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	Rowland Heights	91748	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Northridge	91343	No	2/11/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I would like to see: * a direct stop at UCLA * a direct connection to the Metro ORANGE line * a direct connection to the Metro PURPLE line * a project which is built right the first time so that it has enough capacity now and into the future. The heavy rail options are the best choice. Having to switch to a people mover or bus to get to UCLA would make this a much less attractive project. I ask you to eliminate or Alternatives 1, 2, and 3. Thank you,

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	Los Angeles	92620	No	2/11/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

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	West Hollywood	90069	No	2/11/2022	Dear Metro Board of Directors: First of all, I would like to thank you all for your service to the citizens of the greater Los Angeles area and for your courage in tackling the many challenges surrounding our mass transit issues. Complaints are easy and solutions are always complicated. But I feel so strongly that the quality of life for me and my family are intricately tied to your wise decisions, both short term and far into the future. I am writing to urge you to proceed with all deliberate speed in the construction of the Sepulveda Transit Corridor Project ("STC"). Connecting this crucial transit line to the rest of the County's growing rail network as quickly as possible is the only way to free Angelenos from ever-worsening traffic, to allow students to travel efficiently to and from school and workers to and from their jobs and still participate fully in raising their children and enjoying their communities, and to reduce our region's carbon footprint meaningfully. I do not have a detailed proposal regarding a preferred route or modality, but would like to offer some considerations. First, the earliest possible project completion should be a top priority and if that means an above-ground monorail, then it should be preferred. Second, the STC should seamlessly connect to as many existing and new lines as possible, including the North Valley light rail line, the Orange Line, the Purple Line and the Expo Line. Every increased burden imposed upon transit users (such as stops that are nearby but not co-terminus, shuttles, changing modalities, etc.) will reduce ridership unnecessarily. Third, the STC should include a stop at UCLA if at all possible, given its inevitable high usage. As a retired University professor from the CSU system, I feel quite strongly about this! It should also be a priority to include stops within the Sepulveda Corridor, such as at the Skirball and the Getty Center, which are important cultural landmarks that would otherwise remain difficult to reach from both directions. Finally, the final alignment should strive to run through as many of the most densely-populated neighborhoods along the route as possible, which would maximize ridership. I would also like to stress that construction of the STC should be conducted in a manner that minimizes to the fullest extent possible any displacement of communities currently residing along the proposed route. It should go without saying that it is counter-productive to displace the very people who are most likely to ride a new rail line when building that line. Thus, the Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. In gratitude for your consideration of these issues.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Yorba Linda	92886	No	2/11/2022	Every single alternative of the Sepulveda Transit Corridor Project recognizes that the UCLA campus will be a major destination for trips along this route. Alternatives 1 & 2 tacitly acknowledge the need to serve the UCLA campus through connecting services. However, the proposed connections would lower the quality of service, which reveals the fundamental flaws in the design of Alternatives 1 & 2. Metro should instead select an alternative that builds the first high quality heavy rail connection to a University of California campus. To a transit rider, the lowest quality mode of service limits the available hours of service and reliability of a transit trip. The electric bus connection proposed in Alternative 1 has the risk of inadequate capacity during peak transfer periods, as the capacity of the monorail project exceeds the capacity of the bus. Also, nothing prevents Metro from reducing service during off-peak periods, which would degrade the service available to UCLA from Alternative 1. If the bus service does not run to match the full hours of the monorail, then the transit service effectively has reduced hours when traveling to and from UCLA. After future service adjustments, the overall journey may be neither faster than nor more frequent than the existing bus service between Van Nuys Metrolink and the UC Los Angeles campus, which the study notes is not competitive with driving. The choice of a bus for the mode of connection in Alternative 1 appears to be an option that minimizes the capital commitment to service for the UCLA campus. Selecting this option would suggest a corresponding lack of commitment from Metro to provide service to the UCLA campus. Without a capital commitment, Metro can freely reduce service to make the connection more similar to the bus service between commuter rail stations and other UC campuses. UC Irvine/Tustin Metrolink (OCTA 473) and UC San Diego/Sorrento Valley Coaster (SDMTS 972-979) have connections only during the morning and afternoon peaks, which makes any midday rail service effectively unavailable during midday and all non-peak times. A bus route also allows Metro the flexibility to rearrange the route to serve other priorities, only incidentally providing the originally intended connecting service. The bus route between UC Santa Barbara and Goleta Amtrak (SBMTD 12/24) demonstrates a service that incidentally routes near a transit station without synchronization between different modes of service. Selecting Alternative 1 would unavoidably design into the project a structural risk of a poor quality connection to the UCLA campus. Selecting an alternative with a stop on the UCLA campus itself would provide a historic improvement in the form of the first heavy rail connection between any UC campus and commuter rail station. Alternative 2 suffers from largely the same issues as Alternative 1. The construction of an APM may show more capital commitment but does not resolve the fundamental challenges of running a connecting service. The APM provides an additional point of mechanical failure, may not run with sufficient capacity during peak hours, and may have reduced service hours that limit access to the rest of the project. This proposal may develop similar to the (BART) Coliseum-Oakland International Airport line, which charges a relatively high fare yet has failed to meet revenue expectations. In the United States, monorail systems have had very few successful extension projects. After 50 years of service, Seattle's monorail system continues to serve no more than two stops. The Las Vegas monorail has had several extension proposals but no current plans for any construction. Even Disney has not expanded their monorail system to the originally planned extent. Does Metro intend Van Nuys Metrolink and the Expo (E) line to be the permanent termini of the Sepulveda Transit Corridor Project? Every alternative with monorail technology inherently presents a higher risk and higher cost for future expansions. Metro should consider this hidden cost -- which is not present for heavy rail technology -- when comparing the relative costs of each alternative. By contrast, heavy rail systems have a long history of successful extension projects with an abundance of examples that can inform Metro of the potential for expansion in the Sepulveda corridor. Metro itself has existing experience and expertise as demonstrated through the Metro Purple Line Extension (D line). Ultimately, Alternatives 1,2,3 are inferior alternatives due to flawed route design and poorer prospects for extension. Constructing a monorail project may prevent more service from being built than provided by the route itself. Selecting an Alternative that provides service to UCLA requires a tradeoff in the form of a loss of service to the Getty Center. However, the heavy rail alternatives would permit Metro to extend a service to Getty in the future. In the short term, Metro could provide service via an electric bus or an APM from the UCLA station. Alternatives 4 & 5 appear to provide stops closer to destinations than Alternative 6, which appears to provide a faster connection to the Orange line (G line) and the Van Nuys Metrolink. Alternatives 4 & 5 would connect travelers from Van Nuys Metrolink to local stops along Sepulveda Blvd. Alternative 6 seems to provide a better connection from Van Nuys Metrolink to Westside destinations. Automated heavy rail transportation would allow for a greater frequency of service during peak periods and facilitate more service during late night periods.
	West Hollywood	90046	No	2/11/2022	Hello — I'm an advocate for and frequent rider (until the pandemic) of Metro bus and rail. I was proud to push for Measure M, and I believe firmly in the urgent need for the Sepulveda project; with adequate vision it will be a massive game changer. That said, I have several concerns about the suitability of a few of these alternatives. I think we must completely reject the monorail alternatives (1-3). I have no issue with the technology itself, it's the alignments that strike me as simply not good enough for this project: • A real, honest-to-goodness station on-campus at UCLA is a must. I've heard that Metro anticipates this would become the busiest non-transfer station on the system, and that's hardly surprising. No shuttle buses or APMs will do – a destination/job center of that size is too big an opportunity to miss. That eliminates alternatives 1 & 2. • For years my closest rail station was in a freeway median. I know first-hand how miserable waiting on a platform in the middle of a freeway is. It's time to say "no more". That eliminates all the monorail alternatives. • Station locations for easy transfers are critically important. Imagine the missed connections, poor wayfinding, and minutes lost, multiplied by hundreds of thousands of riders every single day — it is absolutely worth it to build this line right the first time. The locations proposed by LA SkyRail Express/BYD are unacceptable. - At Sherman Way, Ventura Blvd, and Santa Monica Blvd, instead of directly serving bus lines, homes, and businesses on Sepulveda, the monorail hugs the freeways, making it less pleasant, less accessible, and therefore less useful. - The Orange Line connection to the monorail is awkward and way too far from Sepulveda. Self-defeating for such a key connection. The same is true for the Expo Line connection: a ~3 min walk, between stations. Is that the best we can do? - Alternative 3's Purple Line transfer station is elevated, rather than making an in-station underground connection. This station will see huge transfer traffic; is it too much to ask for a world-class experience here? Study the monorail if you must, but a better idea is to save the money and drop it now. It is not fit to purpose. Beyond the above objections I am deeply concerned that at crush loads the monorail can't hack it: the full-length platforms are not priced-in to the bid, potential mitigation costs to use Caltrans's ROW are not priced-in. The headline numbers about peak passengers-per-hour and travel time seem laden with gotchas, and this line will be popular. Among the HRT alternatives I don't have strong opinions. Alternative 6 seems interesting but maybe it would be a shame to lose a couple stations in the valley. I am not at all concerned about visual blight from elevated rail – Expo's aerial structures are quite nice looking and in their way, unobtrusive.
	LOS ANGELES	90025	No	2/11/2022	We should have done this 50 years ago. Do it.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Irvine	92618	No	2/11/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	GRANADA HILLS	91344	No	2/11/2022	I could not find the 4 options for the Sepulveda Corridor. That being said, I favor the line that goes as far north in the valley as possible along Sepulveda Blvd. Ending at Roscoe and at the Metrolink station is good (further north would be even better). Also, I also favor whatever option gets this built sooner. I know it takes a long time.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
			No	2/11/2022	Every single alternative of the Sepulveda Transit Corridor Project recognizes that the UCLA campus will be a major destination for trips along this route. Alternatives 1 & 2 tacitly acknowledge the need to serve the UCLA campus through connecting services. However, the proposed connections would lower the quality of service, which reveals the fundamental flaws in the design of Alternatives 1 & 2. Metro should instead select an alternative that builds the first high quality heavy rail connection to a University of California campus. To a transit rider, the lowest quality mode of service limits the available hours of service and reliability of a transit trip. The electric bus connection proposed in Alternative 1 has the risk of inadequate capacity during peak transfer periods, as the capacity of the monorail project exceeds the capacity of the bus. Also, nothing prevents Metro from reducing service during off-peak periods, which would degrade the service available to UCLA from Alternative 1. If the bus service does not run to match the full hours of the monorail, then the transit service effectively has reduced hours when traveling to and from UCLA. After future service adjustments, the overall journey may be neither faster than nor more frequent than the existing bus service between Van Nuys Metrolink and the UC Los Angeles campus, which the study notes is not competitive with driving. The choice of a bus for the mode of connection in Alternative 1 appears to be an option that minimizes the capital commitment to service for the UCLA campus. Selecting this option would suggest a corresponding lack of commitment from Metro to provide service to the UCLA campus. Without a capital commitment, Metro can freely reduce service to make the connection more similar to the bus service between commuter rail stations and other UC campuses. UC Irvine/Tustin Metrolink (OCTA 473) and UC San Diego/Sorrento Valley Coaster (SDMTS 972-979) have connections only during the morning and afternoon peaks, which makes any midday rail service effectively unavailable during midday and all non-peak times. A bus route also allows Metro the flexibility to rearrange the route to serve other priorities, only incidentally providing the originally intended connecting service. The bus route between UC Santa Barbara and Goleta Amtrak (SBMTD 12/24) demonstrates a service that incidentally routes near a transit station without synchronization between different modes of service. Selecting Alternative 1 would unavoidably design into the project a structural risk of a poor quality connection to the UCLA campus. Selecting an alternative with a stop on the UCLA campus itself would provide a historic improvement in the form of the first heavy rail connection between any UC campus and commuter rail station. Alternative 2 suffers from largely the same issues as Alternative 1. The construction of an APM may show more capital commitment but does not resolve the fundamental challenges of running a connecting service. The APM provides an additional point of mechanical failure, may not run with sufficient capacity during peak hours, and may have reduced service hours that limit access to the rest of the project. This proposal may develop similar to the (BART) Coliseum-Oakland International Airport line, which charges a relatively high fare yet has failed to meet revenue expectations. In the United States, monorail systems have had very few successful extension projects. After 50 years of service, Seattle's monorail system continues to serve no more than two stops. The Las Vegas monorail has had several extension proposals but no current plans for any construction. Even Disney has not expanded their monorail system to the originally planned extent. Does Metro intend Van Nuys Metrolink and the Expo (E) line to be the permanent termini of the Sepulveda Transit Corridor Project? Every alternative with monorail technology inherently presents a higher risk and higher cost for future expansions. Metro should consider this hidden cost -- which is not present for heavy rail technology -- when comparing the relative costs of each alternative. By contrast, heavy rail systems have a long history of successful extension projects with an abundance of examples that can inform Metro of the potential for expansion in the Sepulveda corridor. Metro itself has existing experience and expertise as demonstrated through the Metro Purple Line Extension (D line). Ultimately, Alternatives 1,2,3 are inferior alternatives due to flawed route design and poorer prospects for extension. Constructing a monorail project may prevent more service from being built than provided by the route itself. Selecting an Alternative that provides service to UCLA requires a tradeoff in the form of a loss of service to the Getty Center. However, the heavy rail alternatives would permit Metro to extend a service to Getty in the future. In the short term, Metro could provide service via an electric bus or an APM from the UCLA station. Alternatives 4 & 5 appear to provide stops closer to destinations than Alternative 6, which appears to provide a faster connection to the Orange line (G line) and the Van Nuys Metrolink. Alternatives 4 & 5 would connect travelers from Van Nuys Metrolink to local stops along Sepulveda Blvd. Alternative 6 seems to provide a better connection from Van Nuys Metrolink to Westside destinations. Automated heavy rail transportation would allow for a greater frequency of service during peak periods and facilitate more service during late night periods.
			No	2/11/2022	I am writing to express my concern with the proposed Sepulveda Transit Corridor, particularly from the perspective of a UCLA tenure-track faculty member who specializes in urban history. Having reviewed the proposed alternatives, I believe that it is essential that the project serves the UCLA campus directly. In informal and public conversations, our faculty and students all unequivocally express a desire for a clean, efficient mode of transit. Due to the limits of its capacity to expand, as well as serious delays during construction on the 405, I believe that any monorail option is completely unacceptable. Investing in a mass-transit system that cannot do its job of moving students to and from the number one public university in the country would be a colossal mistake and a waste of taxpayer money. Hence, I urge you to adopt one of the heavy rail options. Furthermore, it is essential to reduce operating costs, by keeping compatibility with existing rolling stock on the Purple and Red lines, with a direct transfer station to the Purple at Wilshire/Westwood. Transfers and station locations should be studied to minimize transfer time on foot. Such studies must also include the time it takes to cross surface streets. Stations should further be designed to facilitate foot traffic, including multiple entrances on each side of the street. For this reason, Alternative 4, with a station one block away at Lot 32 is completely unacceptable. It extends travel time by 5-6 minutes at minimum, which makes rail connections with the Purple line uncompetitive with driving. Reducing traffic and congestion requires rail connections to be faster than driving, even in conditions of no traffic. For the same reason, the UCLA station should be located in a central space with immediate pedestrian access to both north and south campus. Finally, Metro should study the effectiveness of station termini at Expo/Bundy and Expo/Sepulveda to facilitate future connections to LAX. The connection at Ventura boulevard should be moved to the intersection of Ventura/Sepulveda, rather than at a parking structure. On the north side of the line, Metro should study an interline continuation of the Sepulveda corridor, linking to the Red Line via the current Orange line corridor, already slated for rail conversion. I thank you for your time.
	Sherman Oaks	91423	No	2/11/2022	This is so needed for better access - help us relieve traffic congestion!
Sierra Club Los Angeles Chapter			Merged Document	2/11/2022	

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	SHERMAN OAKS	91403	No	2/11/2022	Please don't destroy our beautiful residential neighborhood. I understand you're working on several options, I agree with the Sherman Oaks Homeowner Association recommendations.
	Los Angeles	90014	No	2/11/2022	I am writing to voice my concerns over the monorail option. I find the numbers that were presented about potential ridership and times to be extremely misleading to the point where it is absurd. It is a clear ruse to falsly claim that this option is more cost-effective when it quite clerly is not. Please don't allow this bait and switch manipulations of the numbers work (yet again). The heavy rail alternatives--especially the subway/tunneling alternatives--are the only choice that are worthwhile for such a crucial line that should be a vital connection for the region for generations to come. Haven't we learned from the Green line that placing commuter rail in the middle of the freeway is a waste of taxpayers funds? Please, do not select the monorail option even though the company enjoys a close relationship with they mayor's office. Plese do not succumb to the whining of a minority of the wealthy elite in Bel Air that will never ride the metro. Please do what is right for the majority of Angelenos and invest in making the choice that is the correct one long term. Prioritize the heavy rail options, prioritize tunneling through the mountains for speed, and please prioritize that stations are close to crucial gathering spots such as UCLA. Make this the line that in needs and deserves to be the first time around. Do the right thing.
			No	2/11/2022	I strongly support Metro's proposed alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. The long-term benefits of this major endeavor have the potential to alter the shape of transit in Los Angeles and improve quality of life for future generations as public transportation and all ecologically sustainable means of transportation become more essential for humanity's survival. The potential benefits of the project for all Angelinos and the world at large outweigh the fabricated discomforts that Bel-Air's residents have been told they will experience by leaders of the Bel-Air Association. In addition, the duo rail subway is a much more economical long-term solution in every way, when compared to an impractical above-ground monorail. There are no successful major monorail systems in the United States compared to traditional rail transit systems due to the monorail's physical limitations and high maintenance costs. The most successful monorails remain at theme parks where they belong, as space and maintenance exist in an unnaturally closed bubble, not real-world application. Why would Los Angeles introduce something that has long proven to be ineffective and much more difficult to integrate into the existing transit systems? Please consider the massive benefit the Sepulveda transit corridor subway will have. It will benefit everyone with no tangible change in quality of life for Bel-Air residents.
			No	2/11/2022	Dear LA Metro, I am writing to you to express my support of alternatives 4 and 5, and against the monorail proposals. Heavy rail, especially Bechtel's proposal, is the best option in so many ways. Their plans include integrated stations at the Purple and Expo lines, a much higher maximum pphpd capacity, faster travel time, and overall smarter design when compared to the BYD monorail. BYD says that they have an initial pphpd of 14,000, but that is for a 6-car train. Their maximum of 19,000 only works with an 8 car train. Yet, their plans include stations built for only 6 car trains, so to reach the maximum the stations would have to be expanded--a huge and disruptive project! That's why their cost of 6.1 Billion isn't really honest. Heavy rail displays a different story. Bechtel's stations have built-in capacity to expand the trains from day 1! There is also the issue of UCLA. I am currently a senior student at UCLA. LA Metro predicted that the UCLA station will have the highest ridership outside of a transfer station, and it's not hard for me to see why. There are literally tens of thousands of students crammed into the tiny area of Westwood, all competing for scarce and expensive housing. There is also a large commuter student group, many of whom live in the Valley. Finally, there is a huge faculty and staff influx to campus any day. A metro station on campus would allow for all of these people to commute to work by rail, taking countless cars off the roads, especially the 405. Perhaps most importantly, it would allow students to live in many more places, especially along the Sepulveda or Purple lines, because they could get to campus in 20 minutes from miles away. This would bring down the overall cost of housing for students. Yet, BYD's initial proposal doesn't include a UCLA station! Adding one would cost 2.1 Billion. It would force the monorail to go underground, which is inefficient and more expensive than underground heavy rail. It would also add 4 minutes of travel time. There are even more issues with the monorail. The renderings show much of the line adjacent to the 405 freeway, but will Caltrans allow that to happen? What's to stop Caltrans from killing this project and adding huge increased costs to mitigate violations, as they did with the SR 60 Freeway? Finally, Freeway-adjacent stations are noisy, polluted, and unpleasant. They are also generally not where people (aka potential riders) are. Then there are the issues of the monorail's stations in general. The station which is supposed to connect to the orange line is pictured as having a long, covered walkway to connect the two stations. However, the Orange Line station here is going to be re-located farther to the East, a full 8 mile walk from the monorail station. This could hardly be called a "connector station" and is sure to decrease ridership. Next, instead of having a station on important and busy Ventura Blvd, they plan to build on at...the intersection of two freeways! Again, decreased ridership. The Getty station will serve literally nothing except the museum, and is sure to not pass any cost-benefit analysis. Next, the purple line connection station is a 3 minute walk from the purple line, the Santa Monica and Expo connections are again next to the freeway, with the latter requiring another 3-minute out of station connection. Overall, the entire purpose of the project--to funnel people from all over the valley to all over the Westside and vice versa--breaks down in many places along the monorail. Finally, I don't want to fail to mention BYD's campaign contributions to certain Metro board members, as well as their failed products (like electric buses) in the past). Overall, the choice is clear. Though the initial cost of the monorail is lower than Bechtel's proposal, this number is a farce. Integrating the stations, adding capacity, and tunneling to UCLA will all increase the price to, or beyond, that of the heavy rail. Bechtel's proposal has great maximum capacity, station integration, travel times, and probably less maintenance costs. It is the obvious choice. Please make the right decision. Ditch the monorail, and pick alternatives 4 or 5.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
		90065	No	2/11/2022	What I want from the Sepulveda line project is automated Heavy rail because I believe that automated heavy rail has the most benefits to offer LA County and the area along the Sepulveda corridor. Alternatives 4 and 5 serve the local populations along the corridor the best. Alternatives 4 and 5 do not run in the freeway median. Having transit stations in the freeway median will discourage ridership from the community. Because having riders from the community walk under a freeway underpass is not a pleasant walk and increases the distance from station to destination. The freeway is a physical barrier to transportation for residents and commuters. This the one of the main reasons why the Green Line light rail is one of the least used of the rail lines in LA Metro system. Having stations in the communities they serve will be convenient for local residents and visitors. Automated trains can allow increased train frequency while increasing safety. Automated trains can save on operating costs in the long term. What I like about the Alternative 4 and 5 is that these options have a UCLA station as close to campus as possible. A station at UCLA can allow students to find housing farther from campus. It will also allow them access internships and part-time jobs farther away from campus without resorting to cars. What I like is good connections to other transit lines such as the upcoming San Fernando Valley line, Metrolink, Expo line, and the future expansion of the Purple Line. In addition, I like high frequencies of trains. High frequencies even at off peak times can encourage ridership. High frequencies allow riders to feel that transit is reliable. If riders miss their train, they will find solace in the fact that they do not have to wait long for the next train to arrive. High frequencies allow the line to move more people per hour. Alternatives 4 and 5 have high capacity, high frequency, and serves riders in the areas around the stations. Because of these qualities, Alternatives 4 and 5 should attract more ridership than the other alternatives. More riders mean less cars on the road. Less cars on the road means less greenhouse gas emissions released into the atmosphere and less pollutants emitted. In conclusion, Alternatives 4 or 5 are the options I prefer that Metro consider for construction of the Sepulveda Line.
South Robertson People's Committee	Los Angeles	90035	Merged Document	2/11/2022	Friday, February 11th, 2022 Dear Metro Planning Staff, and Sepulveda Transit Corridor Environmental Evaluation Team, We the South Robertson (SORO) People's Committee represent a group of stakeholders in the South Robertson neighborhood of Los Angeles. Our community is bound by La Cienega and Robertson Boulevards, with a northern boundary of Beverly Hills and southern boundary of Culver City. Our stakeholders are regular transit users, with access to key current and future high quality transit corridors. Our organization is a strong supporter of Metro initiatives, including recent changes to the agency's Joint Development policy, the planned Bus Rapid Transit project on La Cienega Boulevard, and future connections to the eagerly awaited Purple (D) Line Extension through the northern segment of our community. Our residents are following the Sepulveda Transit Corridor Project closely, as we will be deeply impacted by the decisions Metro makes. Our community has been a longstanding stakeholder of this transit project, as we have been home to UCLA students commuting to campus by transit for years. Our community straddles both the Expo (E) Line and future Purple (D) Line extension, and the Sepulveda Transit Corridor will provide a much needed missing connection between the two. As Metro continues its evaluation of this project through the conclusion of the scoping phase, we strongly request that Metro focus on the criteria that will benefit disadvantaged, marginalized, and transit-dependent communities. We urge the Metro Planning Department and consultants to focus on certain specific measurable qualities of this project. The key factors that should determine the alternative, route, and transit mode selected should ensure that this project serves the region for generations. These factors include ridership, the speed of travel from end to end, capacity, and the direct service of key locations. The Sepulveda Transit Corridor Project will revolutionize transportation for Los Angeles County, and travel between the Valley and Westside, as well as eventually LAX. Only alternatives with higher ridership should be moved forward, as well as alternatives with the capacity for higher future ridership as travel demand and populations grow over the coming decades, as well as the mode that ensures this capacity. This project will ensure much needed transit equity, and the people of Los Angeles deserve a project with the fast end to end travel time, and a mode that enables these higher speeds. This project has the ability to help connect largely underserved populations, and the people of Los Angeles County deserve direct transit connections to key transit destinations like the UCLA Campus. It is also important that Metro does not sacrifice these crucial criteria in exchange for a cheaper or more quickly delivered project. We strongly prefer that Metro eliminate alternatives and travel modes that perform lower on these measurements, even if that delays the project or results in increased costs. This project is simply too important for Metro to cut corners, and it is preferable that Metro get the project right. Quite frankly, Metro should not pursue a Public Private Partnership (P3) as a delivery tool unless it meets these preferred criteria, and should not rush to implement a project simply for the sake of delivering a project. We strongly support Alternatives 4, 5, and 6, and prefer an Expo (E) Line connection at Sepulveda due to surrounding land use. We support both elevated and underground alignments, and believe a station located directly on UCLA's Main Campus to be crucial. We consider Heavy Rail to be a firm Red Line, and will strongly oppose any the project as a monorail of any alignment. We request the evaluation team to further Alternatives 4, 5, and 6, to look into terminating at the Expo/Sepulveda Station for all alignments, for extended underground station lengths for all alignments, and to eliminate Alternatives 1, 2, and 3. We look forward to engaging with Metro further on this project and others that impact the South Robertson area, and for continued support for Metro initiatives that serve disadvantaged and marginalized communities. YOURS SINCERELY, THE CONCERNED STAKEHOLDERS OF THE SOUTH ROBERTSON PEOPLE'S COMMITTEE

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90038	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Woodland Hills	91364	No	2/11/2022	I commute from Woodland Hills to my offices Santa Monica and Warner Center, as well as to UCLA where I am studying an executive education program and teaching. The 405 and Topanga Canyon Blvd are my most common routes around the city. I do not use transit now becuase: - there is no transit on Topanga Canyon - the routes on the 405 are slower than driving, even in the worst of traffic - the connectivity to the West Valley is very slow. I strongly support Alternative 4, and Alternative 5 is a close runner up. I like: - direct rail connection to the orange line, without going further east than the most common destinations which will likely be UCLA and Santa Monica. - heavy rail, which is faster, more reliable, and more comfortable than a monorail - urban stations. I would not walk onto a platform in the middle of the 405. The rail line in the middle of the 105 freeway or the 210 freeway is a terrible experience and I'd rather be underground and in the neighborhoods. - UCLA connection - a train that goes *near* UCLA but not *too* UCLA adds another transfer and more time. I'd probably just drive. What I don't like about the other plans: - the monorail. Following the freeway does not follow where people actually want to go. The 405 is not a destination, and requiring connections to start/end at the 405 adds massively to the total travel time. What I wish: - for a rail upgrade to the orange line, as it's incredibly slow. Even with heavy rail, the travel time from Woodland Hills will be borderline as compared to driving. If there's more connections beyond the orange line and a UCLA station, I would just drive.

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	Los Angeles	90027	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
			No	2/11/2022	Dear Sir/Madam, We live in the Brentwood Glen on Chenault street, and would like to make our comments on the Sepulveda Transit Corridor Project. Please take the following into consideration: As residents of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 No Neighborhood Encroachment : While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura

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			No	2/11/2022	I am submitting the following comments related to issues that at a minimum should be considered as part of the environmental impacts review of proposed Sepulveda Transit Corridor Project alternatives: 1. the magnitude and duration of impacts from each alternative and the social and material costs of those impacts during the construction phases and throughout the life of the project; 2. the likelihood that involved agencies and political jurisdictions will agree to install and maintain proposed mitigations for the lifetime of the project (see for example failure of multiple jurisdictions adjacent to the 405 to install and/or maintain mitigations promised as part of the 405 widening); 3. the extent to which each alternative requires alteration and disruption to recent and costly improvements to the 405; 4. the extent to which alternatives disrupt wildlife and native habitat in the 405 corridor; 5. potential costly impacts to multiple subsurface water, utility, and gas pipelines in the area between Mulholland and Wilshire: 6. costly increase and disruption of traffic during and after construction; 7. range and degree of impacts to quality of life, noise intrusion, air quality, traffic volume and safety throughout the area and in the vicinity of the project. It would appear to me and others in my freeway adjacent neighborhood that underground options #5 and #6 offer the most promise of meeting the goals of the project over the long-term with fewer long- and short-term impacts than the above-grade options. The above-grade options appear to fall in a relatively costly quick-fix category without actually fixing the problem of providing a needed one-seat cross-mountain connection between key destinations. As such, they provide much less value dollar for dollar. Further, a seamless single-seat underground connection from the San Fernando Valley to the Expo Line, while including an underground station on the UCLA campus (4 th largest employer in the County) and a direct connection to the Metro Purple D Line Subway at the Wilshire/Westwood Station; Alternatives #5 and #6 will provide the greatest connectivity with existing Metro transit Lines, making it easier to use public transportation. Getting commuters out of their single-occupancy vehicles and onto public transportation, a goal of this project, is best done by providing a fast and direct route to where they want to go and need to go daily for work. Other Monorail issues and concerns: The grade of the I-405 freeway through the Sepulveda Pass is very steep, especially the section from the San Fernando Valley (US 101/I-405) to the peak at roughly the Mulholland Bridge. How safe is a monorail on a steep downhill track? How will this monorail perform on this steep uphill grade? How will a steep slope affect monorail speed? How is monorail performance on a steep slope during incremental weather? How will the length of a monorail train of 2, 4, 6, or 8 cars affect the speed at which the monorail can travel, especially up a steep incline like the one over the I-405 in the Sepulveda Pass? Does LA Skyrail's parent company BYD have any existing monorail systems currently operating in other cities? What is BYD's track record on delivering on promised projects and their electric buses? How will a monorail down the middle of the I-405 with an aerial station at Wilshire, at Santa Monica, and at Exposition (in Alternative #1, #2, & #3) connect passengers to street level or other modes of transportation? The major boulevards: Wilshire, Santa Monica, and Exposition Blvds. are all underpasses under the I-405, which is an elevated freeway on the Westside. How big a ground footprint will be needed to build the stairway, escalators, and elevator needed to connect pedestrians to the aerial stations (two stories up)? What are the environmental impacts? How will these new stations affect local boulevard vehicle and pedestrian traffic? What is the cost of construction and operation of all the aerial stations? Where is there land to build a street-level connection to an aerial station? Will bridges need to be built to connect a monorail in the middle of the I-405 to a station at the edge of the freeway? How much will this cost? Descriptions of Alternatives #1, #2, & #3 state "frequency of monorail trains will be every 2 minutes during peak periods". How many monorail trains can travel on the monorail above the I-405 and any one time? How many monorail cars will need to be purchased? How long does each station have to be to accommodate a peak hour of 6 or 8 car monorail trains? How will this affect the existing structures and congestion on the boulevards where stations are planned? How will pedestrians and/or handicapped people access the elevated stations at Wilshire Blvd.? At Santa Monica Blvd? At Expo "E" Line? At Getty Center? At US 101? At Metro G Line? At Sherman Way? At Van Nuys Metrolink Station? How do you get to the monorail station if it's built in the center of the freeway? Will trees need to be removed to build the monorail and the aerial stations? Where will replacement trees be planted? Who will care for replacement trees while they get established? Will the removal of trees have a negative impact on air quality and contribute to climate change? How is maintenance on a monorail handled? What will be the impacts on surrounding areas? Construction of a monorail in the middle of the I-405 will negatively affect commuter times during the construction period. How much will delays and disruption add to the construction cost of a monorail down the middle of the I-405? Or, for a monorail constructed along the edge of the I-405? The I-405 Sepulveda Pass Express Lanes Project is also being planned along this same stretch of the I-405. How will two projects be built on the same strip of land without widening the I-405? How can you build pillars to support a monorail and also add express lanes? Please explain how this can be accomplished? Thank you for your consideration.
	Los Angeles	90024	No	2/11/2022	I am writing to show my support for Alternatives 4 and 5 for the Sepulveda Pass Transit Corridor. As a UCLA student and according to Metro's own internal documents, a prime station at UCLA is critical for the success of this project, given the high ridership demand and trip origin/destination at this location. The Sepulveda Transit Corridor is expected to be the busiest corridor in the Metro Rail network, thus demanding a high quality mode of transportation. Monorail does not have its place in a high quality metro rail network given its slower speeds, grotesque connection issues, and substandard planning. The proposals by Bechtel have thoroughly analyzed the issues on this corridor and propose a sensible solution for heavy rail that lowers construction costs while delivering a transit network LA can be proud of. Long term planning is key and Alternatives 4 and 5 allow for better network integration and future extensions. Please support heavy rail, and especially Alternatives 4 or 5 for the Sepulveda Corridor.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	91324	No	2/11/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90013	No	2/11/2022	What I suggest is that we avoid monorail at all costs. It severely limits interconnectivity to other lines and guarantees a poor ridership experience due to low system capacity. My preference would be for alternatives 4 or 5.
	Los Angeles	91325	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be

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					compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Los Angeles	90013	No	2/11/2022	Please do not seriously consider monorail for the Sepulveda line. We need trains that increase passenger flow through that corridor, and provide a great alternative to all communities on the line (and those not directly on the line, but who will take it to make connections regularly) to sitting on the 405. Going with a monorail through the 405 will be extremely costly (with cal trans likely to add restrictions/major work to maintain standards), make the entirety of LA angry with years of construction on the 405 (which will only make traffic worse), and have less convenient stops for a slightly reduced price, and the need for greater expansion in the future. Do it right the first time, there's a reason that heavy rail is so common for public rail networks. An underground Sepulveda line service that is capable of running trains every 90-45 seconds at max capacity would be WORLD CLASS and become one of the busiest transit corridors anywhere in the world. We would become a shining example of what rail transit in the US can be, however to do that trains must be efficient, not cause disruption to residents, and directly serve high population centers, neighborhoods, and transfer stations/integrations with the rest of the network. An out-of-station multi-minute connection is unacceptable for rail in 2022, especially on an integrated system like metro. An underground service that directly connects with major stations on other lines, and large population/rider hubs like UCLA, will be an incredible asset to LA. I'm begging you, do not make the wrong decision. Do not support monorail, do it right the first time with tunneled heavy rail. And do not give in to vocal minorities that wish to squash this project (especially when the project doesn't serve their community, only passes under it). This is LA's chance to catapult our transit straight to the premier league. Don't make LA the laughingstock of the metro transit world with an inefficient and cost-cutting monorail service that fails to connect directly to neighborhoods and communities in desperate need for rail travel.
	LOS ANGELES	90034-4720	No	2/11/2022	As a lifelong westside resident, this is the holy grail of transit projects for LA County. I think the monorail is slower and doesn't tie in with Metro D line technology, so I prefer alternatives 4-6. I most prefer alternative #5 as the conventional/straight shot from the SF Valley to the westside. I also like #6, but not sure about deviating to the west to Expo Bundy station. What about an alternative 6A that is a straight shot from the SF Valley that terminates at Expo Sepulveda Station instead of Bundy Station? Any of the alternatives #5 or #6, with variations, would be terrific. Also, why do none of the alternatives have a direct connection at the Metro D line station at the VA Building? There is a large parking lot there and could be a great opportunity for a park-n-ride. Thanks for the opportunity to comment.

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	Los Angeles	90068	No	2/11/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
			No	2/12/2022	I live with my husband and our two sons in Brentwood Glen on Berwick Street. Below please find my comments on the various alternatives being discussed for the Sepulveda Transit Corridor Project . As a resident of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass Express Lanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. Provide a UCLA Stop : We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. Minimize Negative Impacts to Surrounding Neighborhoods : Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. Thank you for your consideration.
	Reseda	91335	No	2/12/2022	The heavy rail options have to be the go to choice! This will be the busiest line in Los Angeles and a high capacity is a must!
	Inglewood	90302	No	2/12/2022	I think the line needs to be heavy rail. Alternatives 4,5, and 6 are the best options.

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		91377	No	2/12/2022	I do not want you to pursue the monorail alternatives for the Sepulveda Transit Corridor . Why monorail is bad: -construction will cause disruptions and closures of the 405 freeway -aboveground structure makes it vulnerable to heat and fire damage -aboveground stops are inconvenient for pedestrians and can require up to 6 minutes of walking for transit connections -no direct connection to the UCLA campus, which over 85K commute to daily -no direct connection to the purple line train in Santa Monica -current proposal is not compliant with CalTrans regulations -much lower passenger capacity than heavy rail -much longer travel time than heavy rail -no ability to use existing trains, manufacturing/maintenance facilities, or train operators, will cost extra to build new ones/train new people
UCLA			Merged Document	2/12/2022	
J Paul Getty Trust			Merged Document	2/12/2022	
	los angeles	90027	No	2/12/2022	OPTION 6 is the only one that makes sense. Please make sure to preserve people's housing situations along the route.
UCLA Public Health Student Association	Los Angeles	90068	No	2/12/2022	To the Los Angeles Metro Board of Directors, I am the Vice President of Community Outreach and Engagement at the UCLA Public Health Student Association and liaison to the UCLA Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Kathleen Kane --- Attachment: https://drive.google.com/file/d/1uGcFOM9lD2ktX3-DQEqIIa0WMkoT6GXZ/view?usp=sharingsolution Calling For A Direct UCLA Westwood Purple Line Stop on the Sepulveda Transit Corridor.pdf Submission Form: https://metro.commentinput.com/?id=UKJgt
Brentwood Glen Neigh			No	2/12/2022	Metro Brentwood Glen / Sepulveda Transit Corridor Pass 1. As a more than twenty year resident of Brentwood Glen living on Gladwin Street, I support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ultimately ensure the shortest seamless connection to the airport , especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405. 2. No Neighborhood Encroachment : While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass Express Lanes Project and previous land acquisition for the I-405 expansion in 2009, I am uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 Express Lanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? 3. Provide a UCLA Stop : I support increased connectivity established under the Sepulveda Transit Corridor alignments. I strongly support any alignment that includes a direct stop at UCLA . Without this alignment, it places the burden on riders and may make taking transit a less desirable option. A stop at UCLA ensures seamless transfers How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. 4. Minimize Negative Impacts to Surrounding Neighborhoods : Between construction and operation of a new transit line, I urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? 5. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line . 6. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. · Residents will suffer a substantial negative impact on their quality of life due to disruption of the established community and increased noise and toxic air emissions both during and after construction. Knowing there is a preschool at the church and the Brentwood Glen is a child-friendly community, studies have shown that an increase in air pollution is linked to an increase in pediatric asthma. · What is the noise and vibration impact of the monorail options? 7. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Boulevards 8. The enormous personal cost to residents of Brentwood Glen and financial costs to Caltrans far outweigh any theoretical benefit of providing aerial alignment along the I-405. Thank you for your consideration in this matter,
		91361	No	2/12/2022	The monorail will not be convenient. No direct connection to the purple line train in Santa Monica.

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	Van Nuys	91405	No	2/12/2022	I would like to state my support for a subway under Van Nuys Blvd. This is closest to Alternative 6. While I understand the presented alternatives were derived from proposals by private companies and metro staff I have seen little reason why shorter head ways or automation can not be reasonably applied to any proposed heavy rail routing. I strongly prefer a true heavy rail high capacity transit capability. I prefer underground alignments down streets but can accept above ground if needed. I prefer the route under Van Nuys because it would enable an express service and more transfer options. I hope Metro will start taking a larger systematic view of projects and how they enable transportation in the region as a whole. This includes planning for future system growth. The alignment picked today will likely be in use a hundred years from now. Critical to future capability is the ease of transfer between services, route choice flexibility and express service (something absent from any planning I have seen to date). Alternatives 4 and 5 are acceptable to me. As a person living in a single family home in Van Nuys near all routes I strongly favor the project and hope for higher density commercial and housing development along the alignment. To my mind Van Nuys Blvd is best position to do this. I say this with no desire to see my single family home demolished or developed. But to preserve my neighborhood we need to continue to add density where it is appropriate. This can only be accomplished with increased transit. The Van Nuys train station, which is walking distance from my home, can serve as a much better hub and further transit development should be encouraged. Homeless housing (now covertly in existence) at the station should be temporary or near term solution and replaced in favor of the long term solution of greater destiny enabled by robust transit services. By placing the alignment under Van Nuys Blvd. the use of light rail and subway, connecting Metrolink and the G line could enable higher development with access to a much larger and convenient job and housing market. I should note I very much against a 405 alignment. Freeway alignments make for absolutely terrible stations. Transit works best when designed for capacity and integration within convenient walking distance to destinations. The monorail routing does none of this. As proposed from BYD (LA SkyRail Express), the routing is inconvenient, the capacity limited for the headline price tag (making the claims of reduced cost smoke and mirrors) and the, as proposed, transfer capability atrocious, e.g. the BYD proposed G line transfer required for a far too long a walk. Additionally, I definitely believe the line should serve UCLA/Westwood directly and not with the use of a spur. For the monorail to do this will require tunneling that again raises the price above the presented headline number BYD has associated . BYD proposed stations are also limited in size for the initial build, again making the all to critical future capacity much more expensive. Heavy rail is the only way to go. Big bore, two separate tunnels, automated trains, short headways? These are all adaptable to all routes once the decision has been made to do the job right and for the long term future of our city. I see no reason my the Metro solution of Alternative 6 alignment can't have short headways than 4 minutes with proper signaling technology. I see some advantage to longer head ways but with longer trans given the disruptions I have seen on metro (like passengers throwing bicycles onto the tracks or the general getting the doors to close on time problem). But generally we should push for higher frequency service. I remains concerned that the politicians that serve on the Metro board will be too easily swayed by campaign contributions for projects that if they fail will do so long after their careers have moved on to other positions. Bechtel is no saint, but compared to BYD they have at least proposed a high capacity long term solution as opposed to, what the kids refer to these days as, a rug pull. I'll close by again noting my strong support for heavy rail and my strong preference for a route that provides more development though better and overlapping transit service. Future transit oriented development, commercial and residential, is what the city needs (and helps to preserve single family homes not too far away). The route alignment and mode needs to support this. We need to make the investments now, even if they are large, to support a broad transit system that can connect this city into the future. As the great Carnegie once said of how to run a railroad - "by running 'em fast and running 'em full" - the same hold for designing and running a transit system two hundred years later.
	Sherman Oaks	91403	No	2/12/2022	I am writing to provide Comments on the 6 Alternatives proposed for the Sepulveda Transit Corridor. My preferred solutions are Fully Underground Heavy Rail, first, Alternate #6, and second, Alternate #5. The Alternatives that run underground are the way to go. If it takes a bit more money and time, it's the best for the long run. I also think the station at UCLA is important. Ideally, I would like this transit line to seamlessly connect to Metro's Purple Line, Expo Line, Green line and to LAX. Heavy Rail Alternate #4 is unacceptable, since it is partially above ground. In that case, Metro plans to go underground on the Westside but give the Valley the less desirable, and less costly, option of above-ground heavy rail. This is an issue of equity! And will be a nightmare for these already underserved and congested Valley communities. The above-ground Monorail solutions (Alternates #1, #2 and #3) are totally UNACCEPTABLE.

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	Monrovia	91016	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. 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			No	2/12/2022	I am writing with comments on the Sepulveda line but first I want to thank you for the dedication and all the work Metro has put into this project. I firmly support the initiative to expand the Metro transit network in general, and the Sepulveda Pass (with ultimate extension to LAX) in particular. I have reviewed as much material as I can find and have the following thoughts. General I prefer the heavy rail option with a driver over any automated system without one. I was recently on the B line between Hollywood/Highland and downtown when two different people, seemingly not together, in different areas of the car, were messing around with emergency equipment. Two times the driver had to have words with the individuals. I've also seen altercations occur on the A-line in which the driver had to call police who met the train a couple stops on, and the police removed the offender. On an automated system, there is not that person of authority to intervene in these situations. I'm sure there will be security cameras, but I don't have the same confidence in response from a person at a remote location as a live person on the train. I also prefer the heavy rail option with driver as it stays with current technology in the Metro system. Looking at the map, the ends of the B line and the new Sepulveda line are not a huge distance apart. If, at some time in the future, there was a need/desire to extend one line to the other, or extend both farther north and share tracks, using the same technology preserves the option. Additionally, staying with a technology already in the system, maximizes flexibility if train cars are needed to be moved from one part of the system to another. It also minimizes the different technologies on which maintenance staff must be trained. I understand a separate maintenance facility will be built for this line but still, having the same technology for all heavy rail will allow the staff to be moved between facilities if necessary. Thinking about the pandemic that we are still trying to get through, imagine if everyone got sick in the facility that maintained the new technology. It would seem very difficult to pull in people from the shop of one technology and have them work in a shop with a different technology. Staying with two existing technologies in the system makes a lot of sense to me. Stations One of the goals of Metro for this project is mobility. Having the stations that are part of the Sepulveda line directly connected to, or located very close to, rail stations and transit centers is a necessity—both for ease of users and the ultimate long-term success of the system. Having to walk several minutes to get from a Sepulveda line station to any other transit station, both rail and bus, will be a very large disincentive for transit users that have any other options. Stations along a freeway, whether between driving lanes or beside them should be avoided. Stations along highways are loud, uncomfortable, polluted and typically not close to the places and services that transit riders are trying to access. I take the C-line to LAX from time to time and standing on the platform with traffic whizzing by can be brutal. Stations out in neighborhoods are much more useable and get people closer to and from where they are wanting to be. A station at Ventura/Van Nuys or Ventura/Sepulveda would be infinitely more useful to most riders than a station at the 101 and 405. A station at UCLA is an absolute must. To have a Sepulveda line station that requires a bus or people mover to get from it to the campus will add barriers (additional time and inconvenience) and depress ridership. The extra cost of going underground and a direct connection to campus seems like a positive expenditure for the overall usefulness and success of the system. A station at Getty Center would be great for the very few people that would use it. Personally, I'd love it, but I don't think it would have enough usage to justify the expense to build the station. Alternative Preferences My preferred option would be Alternative 6. It uses technology already in the system and it stops at UCLA. That said, I do like that in Alternative 5, the line is under Sepulveda and picks up a station at Ventura (rather than repeating the Van Nuys/Ventura station.) Is it possible to include the Sepulveda alignment (with stop at Sherman Way) in Alternative 6? That would seem to maximize coverage and connectability. If we must go with an automated system, alternatives 4 or 5 would seem the best solution. They both have the UCLA stop (critical in my estimation as I mentioned before) and they both have the Sepulveda/Sherman Way station. Whether the valley portion is overhead or underground, makes no difference to me. As a transit rider, it is probably a little nicer to be out of the ground and have something to look at, especially when much of this line will be—or at least should be—below the Santa Monica Mountains. Underground would allow the train to make an arc from Van Nuys/Metrolink station to Sepulveda and not have to do the hard left turn. Whichever direction you go, I ask that you make the best decision for the system and not give in to the pressures from neighborhood groups that don't want anything elevated. I do not support the Monorail Alternatives 1, 2 or 3. Alternative 1 does not stop at UCLA and uses a bus to get there. Alternative 2 does the funny little dog leg with an Automated People Mover to get to there. As mentioned above, the extra time of either option will deter many potential riders. These alternatives run above ground (which I am fine with) but building down the middle of, or beside the 405 means many more years of construction along the corridor for those poor folks that have to drive it. Additionally, the stations nestled up beside a freeway are not the right locations when trying to create a good transit network and maximize access for riders. Alternative 3 is mildly better as it does have the UCLA station, but all other criticism of Alternatives 1 and 2 remain. My last thought on a monorail mode is that of perception. I know that decisions cannot be made on perception if economics, ridership, etc. is proving something different, but monorails are perceived negatively by many people, I think. They are a Disney World ride or a horrible failure in Las Vegas. It seems that transit projects always have to fight a battle to get acceptance from the community and support from politicians. Los Angeles has big plans for the Metro system over the next 20 years or so—which I completely support. It is extremely important to not stub our toe on this project that could throw the remainder of the future expansion in turmoil. Monorail seems like a huge risk and should be avoided. Numbers It was hard finding these numbers so my apologies if they are not exactly correct, but hopefully they are close enough that the thoughts are valid. I understand the heavy rail option has a cost of $10.8B and the monorail has a cost of $6.1B. That seems to heavily favor the monorail. But, I also understand that the $6.1B monorail cost does not have the UCLA station and only includes platforms that accommodate 6 cars. To get to maximum ridership numbers (8 cars), future construction would be required that would likely cost billions more. Plus, there are Caltrans mitigation issues that will very likely arise and cost an unknown number of millions to mitigate. The heavy rail cost includes full length platforms so the number of cars can be increased without additional capital costs for station extensions, and is underground so avoids Caltrans issues. Given those facts, the heavy rail option is by far the better choice. The travel time between heavy rail and monorail (including a stop at UCLA) is about 20 and 28 minutes, respectively. Not a giant difference, but as a frequent rider of the A-line from downtown Long Beach to Metro Center, I would give about anything to shave 8 minutes off my travel time. The faster the travel time, the more riders will use it (and the happier they'll be). Definitely heavy rail is a better choice. The capacity of each system was very hard to discern. I found conflicting information so I'm doing my best here. The monorail seems to have a slightly higher pphpd for the initial capacity than heavy rail, 14,000 vs 12,240 respectively, with the legacy technology having a little less. The difference really shows up if alternatives 4 and 5 add a fourth car and reduce headways to 90 seconds which yields a capacity of 27,200 pphpd. The monorail alternative has a maximum of 19,000 pphpd, and requires spending billions to add onto all of the monorail stations—while they are, presumably, in use. I couldn't find anything on maximum pphpd for the legacy system but assume it is probably substantially less than the 27,200 max of alternatives 4 and 5. With the extra capacity that Alternatives 4 and 5 have built in, they seem like the best

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					choice. Summary Ultimately, my first preference is still for Alternative 6 with a slight modification in the Valley to be under Sepulveda with stations at Sherman Way, and at Ventura. My next preference is for Alternatives 4 or 5—especially if the maximum capacity is substantially higher than legacy technology. I reiterate that I am not supportive of the monorail in any Alternative. Thank you so much for considering these thoughts. I look forward to the day when the Sepulveda line goes all the way to LAX. That will truly add a great piece of infrastructure to Los Angeles and our connected Metro system.
			No	2/12/2022	Today being the last day of public comment, I'd like to share that I personally prefer the 3 subway/heavy rail options and do not want the monorail. Thank you for your time!
			No	2/12/2022	I am commenting on the Sepulveda Transit project. I was looking at and favoring plan number 6 of your plans on your website. Thank you, bye.
Center for Biological Diversity			Merged Document	2/12/2022	
	Los Angeles	90020	No	2/12/2022	I think plan #5 with a heavy rail will be best to reduce traffic. Heavy rail has a much larger capacity, while running at around the same times. It also makes LA seem like more of a worldclass city to have an underground system than the ugly above ground trains
		90230	No	2/12/2022	I think we should go with alternative 5; alternative 4 would be my second choice. I prefer heavy rail because we need as much capacity as possible. Even if it seems like it's too much capacity now (not sure if that's the case), we will come to need it in the future - possibly by the time construction is finished. I strongly prefer an underground route through the Sepulveda Pass because the freeway already provides a life-threatening barrier for our mountain lions. If we were to put an additional barrier, such as pillars for an aerial monorail, or tracks for heavy rail, in the middle of the freeway, I assume our mountain lions would stop trying to cross, as they need to do to expand their gene pool, or die trying in even higher numbers than they already do. My slight preference for alternative 5 over 4 is because I think the area will look much nicer if the rail is underground. Thank you.

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	Van Nuys	91406	No	2/12/2022	Gentlemen, Given the choices, I would choose alternative #6, the underground option. Precisely because everything is underground. I don't know where this option rates in the cost comparison, but my layman's assumption would be that tunneling through earth is more expensive than building on top of it. NEED We need a clean, secure and efficient mass transit system. However, no one wants a train near their home or running through their neighborhood. I have traveled to Japan several times and ridden everything from the bullet train to the local trains that run through neighborhoods. I don't think above ground options will play well here. I also happened to be in Boston when The Big Dig was happening. Traffic and driving conditions were chaotic as expected, but is now a success story. Los Angeles is not a train culture. Los Angeles is "I'll drive how I wanna drive" culture. Simply building a train system won't change that. ENVIRONMENT My home faces the 405 sound wall in Van Nuys. Gratefully, the sound wall and the tall trees help dissipate some of the noise & pollution. Also, since the Santa Monica Airport will be officially closing in a few years, the Van Nuys Airport will have increased air traffic/noise/pollution. As it stands now, the Van Nuys Airport already has increased traffic. Again, this is why I would opt for an underground option. WHAT I LIKE In fairness, I like the idea of a monorail. The "romance" of riding above the ground and seeing the city, but I feel this should've happened about 50 years ago. In addition to noise, one of my fears is that the tressles for above ground transit will become strongholds for unhoused persons to live. Just as every freeway underpass/entrance/exit and set back has become. WHAT I WISH/SUGGEST It would be great to not have to worry about driving. I think it's a conservative estimate that at least 50% of the drivers here are inattentive. Most families have a car for each driver, such as myself and my wife. We each drive a newer model crossover. More car than we probably need, but one that we feel safer in. If you really, truly want to convert Los Angeles into a train commuting city, IT HAS TO BE SAFE, 24 HOURS A DAY, EVERY DAY. FOR EVERYONE. Safety costs money. Just having cameras is not going to do it. You're going to have to have live security. Well-trained security. ALL THE TIME. I've seen how a good train system works. For me, personally, any thing less than what I experienced in Japan - a safe, clean, professional environment--is no option at all.
	Pasadena	91101	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest

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					ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Gardena	90249	No	2/12/2022	Please do not use the monorail options. Go with heavy rail. This youtube video compares both options https://www.youtube.com/watch?v=xJdbCgVkH3w and monorail seems very deficient and not well planned construction-wise or for the future.
			No	2/12/2022	I am writing to express my concern with the proposed Sepulveda Transit Corridor, Having reviewed the proposed alternatives, I believe that it is essential that the project serves the UCLA campus directly. In informal and public conversations, our faculty and students all unequivocally express a desire for a clean, efficient mode of transit. Due to the limits of its capacity to expand, as well as serious delays during construction on the 405, I believe that any monorail option is completely unacceptable. Investing in a mass-transit system that cannot do its job of moving students to and from the number one public university in the country would be a colossal mistake and a waste of taxpayer money. Hence, I urge you to adopt one of the heavy rail options.
		91377	No	2/12/2022	construction will cause disruptions and closures of the 405 freeway -aboveground structure makes it vulnerable to heat and fire damage -aboveground stops are inconvenient for pedestrians and can require up to 6 minutes of walking for transit connections -no direct connection to the UCLA campus, which over 85K commute to daily -no direct connection to the purple line train in Santa Monica -current proposal is not compliant with CalTrans regulations -much lower passenger capacity than heavy rail -much longer travel time than heavy rail -no ability to use existing trains, manufacturing/maintenance facilities, or train operators, will cost extra to build new ones/train new people
	Sherman oaks	91403	No	2/12/2022	Please do not destroy our neighborhood! We support the SOHA plan. This work as Proposed is not workable and needs to be stopped before this project destroys the neighborhood.
Westwood Neighborhood Council			Merged Document	2/12/2022	
		90066	No	2/12/2022	I request that all routes from the SF Valley to LAX go through Sepulveda and NOT through Centinela/Bundy.
Joint Housing and Transit Advocacy Groups			Merged Document	2/12/2022	

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	Los Angeles	90049	No	2/12/2022	Peter Carter Project Manager Metro One GatewayPlaza, Mail Stop 99-22-6 Los Angeles, CA 90012 Regarding: Sepulveda Corridor Transit Pass Scoping Comment Mr. Carter: As a resident of the Brentwood Glen, I support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Furthermore, combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ultimately ensure the shortest, seamless connection to the LAX, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405. Having lived in the Brentwood Glen for 36 years, I have lived through several expansions and changes on the I- 405 with the end result not accomplishing what we were told by Metro and CalTrans to improve traffic in the Sepulveda Pass. Instead, it made the traffic both on the freeway and the surrounding surface streets worse. It is imperative there is no Neighborhood Encroachment. While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, I strongly oppose alternatives 1,2,3, and 4 with alignments and final designs that result in the possibility of property acquisition. Minimize Negative Impacts on Surrounding Neighborhoods: Between construction and operation of a new transit line, I urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above-ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for the length of construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. I look forward to L.A. Metro creating an equitable solution that does not negatively impact the surrounding community. Sincerely,
	Valley Village	91607	No	2/12/2022	As a Bruin alum who took public transportation from valley village to UCLA this can't come soon enough. A heavy rail line makes sense since metro has operated the red and purple lines already and adding a monorail seems like it would add unneeded complexity. A line that serves UCLA directly will allow busy students and staff more easily consider taking public transportation instead of driving. A people mover or bus will put students and the most likely next generation of people who *actually* use public transportation at a disadvantage and discourage its use. Connecting the line to both the purple and expo lines will allow people in the valley to go to the beach/Culver/midcity without a route which would strongly discourage that use so it's good the alternatives extend that far.
			No	2/12/2022	Hello, I wanted to share a few thoughts/questions. 1) Will metro look into a route the way the 10 freeway has where the route is betwen the freeway lanes or above the free way. Pros: a) If connecting the valley to UCLA is the goal, this will help expanding in the future. b) It will help people see the vehicle in motion probably motivating people to use it Cons: a) A person at a meeting mentioned the company that won the contract is unreliable and has a bad reputation with previous contacts, if this is the case, it should be investigated how they won the contract. b) Construction on the freeway, we've had car-mageddon before, we could do it again. 2) It was mentioned the goal is to increase access for everyone in the area. This can be achieved better if the final stop goes to the Getty. Pros: a) Looking into the final stop being at the ghetty will increase tourism, provide access to the museum to the general population, possibly increase interest and donors. Cons: a) one con mentioned at a meeting was that people going to UCLA would still need to walk or travel to campus. This should not factor in if government money is being used. Everyone who has gone to college knows travel factors in. Everyone who chooses a job factors in commutes. 3) Safety: a person mentioned during a meeting that a monorail could derail. See point 1a. Also, this could also happen on high speed rails, like the one planned off Sepulveda which could crash in apartments, homes, or a church plus community shops. 4) Sepulveda is one of the last main streets running north and south when heading west. Adding a rail way on the street could increase traffic on all surrounding streets. a) Has there been research on traffic patterns in the area? And how they will be affected? 5) Regarding the line on Sepulveda. Will LA Metro have the funds to buy out the almost million dollar townhomes, surrounding apartments if the main street needs to be expanded? Will metro put money aside to pay the owners of surrounding properties if construction ruins foundations, underground pipes, health concerns for the people that live off Sepulveda? 6) Will an underground tunnel be sustainable? Environmental reports show land and underground soil is unreliable in the area? 7) Regarding rail above Sepulveda. When the Santa Ana winds occur, houses shake off Sepulveda, will the force that occurs each time a train goes by affect the houses?
	West Hollywood	90069	No	2/12/2022	It is imperative that this is a heavy rail line with a direct stop at UCLA. Of the alternatives provided, number 4 is the closest to ideal. The line should be above-ground in the Valley along Sepulveda for cost-savings (that boulevard is wide enough to accommodate) and doesn't double up metro coverage on Van Nuys Blvd. The only change I would suggest to alternative 4 would be to incorporate the southernmost part of alternative 6 and have the Alt 4 terminus be at Olympic/Bundy Expo Station rather than on the eastern side of the 405 at Expo/Sepulveda. The Westside is bounded by the 405 with limited east-west mobility, so adding an additional underground heavy rail line that crosses the 405 and connects with the D-line trains at Wilshire would allow for fewer car trips into/out of the Westside. Plus a future second phase of this line could link up with job centers in Playa Vista and onto LAX via Centinela rather than more east on Sepulveda.

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		91403	No	2/12/2022	Decades of population and traffic growth, accommodated in a single sepulveda/405 artery is the proper context for evaluating current scoping alternatives. Your current video and other literature describe a 'natural' barrier of the Santa Monica mountains: that framing of the situation is at least partially mid-leading, if not disingenuous. The problem — and challenge — isn't entirely geological, and must recognise decades of various (largely wealth) neighbourhood and other citizen associations having successfully fought what should have been many other high-speed freeways and other surface routes that would have effectively distributed the immense amount of traffic that makes the current 405 amongst the most heavily-traveled freeways of the entire us system. I mention this to say what I believe to be an essential consideration: a careful assessment made, at this scoping phase, of the significant and potentially highly negative impact of transit connections on the surreounding communities located along (and not only as destination of) the proposed alternatives. I live In Sherman oaks, which could be heavily and negatively impacted especially by alternatives that include considerable amounts of new surface Traffic. Current technologies make underground alternatives considerably more viable, with fewer surface complexities. Connections to UCLA and the new metro line opening at Wilshire and veterans avenues are essential, and will create a valuable east-west, additional, connection to the city. Adding a surface light rail line alongside exiting sepulveda, or other existing surface routes would only add to existing high volumes of surface traffic, density and movement across the valley and sepulveda pass —underground please!
Van Nuys Neighborhood Council	Van Nuys	91411	No	2/12/2022	February 11, 2022 Mr. Peter Carter, Project Manager Sepulveda Transit Corridor Project One Gateway Plaza Mail Stop 99-22-6 Los Angeles, CA 90012 RE: Van Nuys Neighborhood Council Recommendation – Sepulveda Transit Corridor Project Environmental Study Dear Mr. Carter: I write to inform you of the recommended action of the Van Nuys Neighborhood Council (VNNC), adopted at its regular meeting on Wednesday, February 9, 2022, regarding the LA Metro Sepulveda Transit Corridor Project. The VNNC recommends, first, opposition to any proposal to implement that would place any part of the transit project above ground. Second, the VNNC supports Alternative 6 under consideration, providing for heavy rail entirely underground to run along Van Nuys Boulevard from the Northern Terminus at the Van Nuys Metrolink station to the Southern Terminus at the E Line Expo/Bundy station, with amendment to add one additional stop at either Victory Boulevard or Burbank Boulevard. The Council wishes to express appreciation to LA Metro for presenting as part of its outreach on the project to the VNNC Planning and Land-Use Committee on January 27, 2022, all of the alternatives under its consideration. Should you have any questions or wish to further discuss, please feel free to contact VNNC Board Membe Thank you for your consideration. Sincerely,
		91403	No	2/12/2022	I support the Metro expansion to the San Fernando Valley. Of the two proposed sites for the next expansion I support the establishment of a new Metro station at the corner of Sepúlveda and Dickens St. and NOT the corner of Ventura and Van Nuys. The Sepúlveda stop would offer easy access to a multi-plex theatre, several large chain eateries and other commercial enterprises. The alternate site at Van Nuys is already replete with homelessness and does not lend itself as an appropriate location for incoming "visitors" to this area of The Valley.
	Granada Hills	91344	No	2/12/2022	I'd like to make a comment in support of the heavy rail alternatives (alternatives 4, 5, and 6) for Metro's Sepulveda Transit Corridor project. I believe that a high-speed, high-capacity transit line with a direct station at UCLA and good connections to other transit lines/routes. is critical for the Sepulveda pass corridor. I think Alternatives 4, 5, and 6 do this task the best. I hope Metro will be able to implement the project at a reasonable speed, and with minimal cost overrun, while still providing a safe and effective means of transportation through Los Angeles' most important transportation corridor. As someone who's lived in Los Angeles for almost all my life, and has traveled through the Sepulveda pass many, many times, I think that when the project is done, we'll all wonder how we ever managed before (possibly even including the people in Bel Air...) I do suggest that Metro re-consider if it would make sense to extend the current line further north from Van Nuys to San Fernando, replacing the East SFV Light Rail line. I think one less transfer and a faster trip would be greatly appreciated by North Valley transit riders. Though, as this would presumably take a long time to complete due to limited funding, a bus rapid transit line on the ESFV route could be a way to improve transit along the route in the meantime. Also, I hope Metro pays close attention to safety and evacuation needs for Alternatives 4,5, and 6, considering that they go deep under the Santa Monicas for a significant distance. Regardless, I am glad that Metro is undertaking this project, and look forward to the day I can take a traffic-free trip over the hill via fast, environmentally-friendly public transit.
	LOS ANGELES	90017	No	2/12/2022	Metro does not operate any other monorail systems. This lack of knowledge and experience with a new form of transport presents significant risk. All of the monorail options place most stations along the 405 freeway. It has been my experience that other stations near freeways (such as on the C and L lines) expose people to high levels of noise and vehicle exhaust. Freeway adjacent stations also tend to be far from actual destinations, requiring more transfers to other modes of transit such as buses. Alternatives 1 and 2 do not provide a direct connection to the UCLA campus, which is one of the most important and highest trafficked destinations within the study area. These alternatives increase the number of transfers and make the system more inconvenient. None of the heavy rail alternatives (4, 5, and 6) have a stop at the Getty Center. Metro should consider adding an option for a heavy rail station in this location. Only alternative 6 studies a southern terminus at Bundy Dr, while all other alternatives end at Exposition Blvd. Metro should consider including a Bundy Dr terminus option for some of the other alternatives.

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	Van Nuys	91406	No	2/12/2022	The only acceptable and functional version of the path for the Sepulveda Transit Corridor is the underground metro option that follows Van Nuys Blvd to UCLA. All other options will ruin Sherman Oaks, not just for residence but also for the general culture of the neighborhood that has been blooming there. Also, if an above ground monorail metro is being considered here, as a property owner and resident, I would like to know how if the Metro and City of Los Angeles will be invoking eminent domain- and if so, what compensation will be given? Because past eminent domain acts by the city have left home owners with less than half what they paid for them? This is even more of a concern now with homelessness and high property costs. Also, what will Metro and the City of LA do about the giant homeless encampment off of sepulveda at the basin? A new metro down Sepulveda will more than likely increase the size of the encampment. If you recall, this encampment was responsible for 2 fires that broke out in the park within the last 3 years. This is an example of what kind of trickledown effect the monorail/metro can have being located on Sepulveda. Not to mention impacting traffic, noise and air pollution even further than it already is currently along Sepulveda Blvd. I urge with an emphatic and affirmative NO to building anything along Sepulveda Blvd and only considering option for an underground metro along Van Nuys.
	Sherman Oaks	91403	No	2/12/2022	The only viable option that wouldn't ruin our air, culture, community and homes is the underground metro running down Van Nuys Blvd to the westside. This option allows easy access to Van Nuys City hall and courts, and would easily connect to UCLA campus as many have expressed being an obvious necessity. Below ground protects our air quality and is quiet and seamless to our community and Neighborhood. Please make this you primary and only option. Thank You.
	Los Angeles	90210	No	2/12/2022	Please build directly under the rich NIMBYs in Bel-Air who whine and complain about everything.
	Los Angeles	90042	No	2/12/2022	The only acceptable and functional version of the path for the Sepulveda Transit Corridor is the underground metro option that follows Van Nuys Blvd to UCLA. All other options will ruin Sherman Oaks, not just for residence but also for the general culture of the neighborhood that has been blooming there. Also, if an above ground monorail metro is being considered here, as a property owner and resident, I would like to know how if the Metro and City of Los Angeles will be invoking eminent domain- and if so, what compensation will be given? Because past eminent domain acts by the city have left home owners with less than half what they paid for them? This is even more of a concern now with homelessness and high property costs. Also, what will Metro and the City of LA do about the giant homeless encampment off of sepulveda at the basin? A new metro down Sepulveda will more than likely increase the size of the encampment. If you recall, this encampment was responsible for 2 fires that broke out in the park within the last 3 years. This is an example of what kind of trickledown effect the monorail/metro can have being located on Sepulveda. Not to mention impacting traffic, noise and air pollution even further than it already is currently along Sepulveda Blvd. I urge with an emphatic and affirmative NO to building anything along Sepulveda Blvd and only considering option for an underground metro along Van Nuys.
	Sherman Oaks	91403	No	2/12/2022	The Sepulveda Transit Corridor is not a practical option. A tunnel running into the hillside is not safe. Surrounding Businesses and homes will be lost. Elevated trains are dangerous. The only viable, functional and acceptable alternative is the Van Nuys underground metro option.
	Canoga Park	91304	No	2/12/2022	As a Valley resident who uses the Metro B (Red) and G (Orange) lines whenever traveling alone south of Cahuenga Pass, I appreciate that Metro sees fit to give Valley residents a fast alternative to the congested 405 freeway and canyon roads for reaching Westside cities. I believe that the monorail options will draw fewer riders than the heavy rail options, by repeating the mistakes of the C/Green Line. We have learned from experience that most rail passengers are pedestrians at one or both ends of their rides, and nothing is more unfriendly to pedestrians than freeways. Even with safety walls & grade separations, the noise & pollution of freeway traffic repels commuters on foot or bike. That is the chief reason the Green/C Line lags all others by ridership in the Metro rail system. If visibility to drivers was an effective draw, then the C Line would have attracted far more commuters than the B (Red) Line, but the reverse is true. I strongly support Alternatives 5 & 6, especially 6, for Sepulveda Transit Corridor project. Van Nuys Blvd has more upzoning potential than Sepulveda Blvd, and there is more ridership potential in the UCLA-Westwood neighborhoods than to the west adjacent to the 405. There is insufficient dense growth potential in the Sepulveda Pass (near Getty & Skirball Centers) to necessitate the stops that a monorail option would exclusively provide. If Metro's priority in building a Sepulveda Pass alternative is to relieve road congestion, then it must maximize the north south ridership. Who will decide to ride matters less than how many decide to ride. I acknowledge the substantially greater cost & technical challenge of building a subway under the mountains from the Valley, but the higher growth potential in both ridership and Valley land development, combined with a smaller construction footprint that Alternatives 5 & 6 offer, justifies the initial premium. Build Alternative 6 under the Santa Monica mountain range, or if Alternative 5 if funding is inescapably constrained. Include a stop at UCLA so that students, faculty & staff have relief from the insane cost of housing near campus. Don't compromise the future.
	Van Nuys	91406	No	2/12/2022	Hi - I want to say thank you for developing this project as it is sorely needed. I am truly in favor of a subway system, even a trolley to get us to the subway. But I would truly ask NOT to put in an above ground/elevated train. What I didn't hear in the last meeting is if this new system would take us to LAX. My hope is that with all of this work, there will be direct line to the airport. Thank you,

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	LOS ANGELES	90034	No	2/12/2022	I am strongly in support of the heavy rail option(s), and opposed to the monorail option(s). My reasons for such are listed below: 1. I think chasing cost-savings by going with a monorail is both the wrong approach, and illusory anyway. Total throughput is going to be critical for the success of this line (and the metro system more broadly), and capping ridership at the low capacity of the monorail proposal(s) will hamstring the system for decades to come. Furthermore, I do not expect the monorail to deliver all of its promises for the price quoted, given several potential delays and unknowns that are hand-waved away by the proposal, as well as necessary features that aren't included in that low figure to begin with. 2. Having grown up in a city that has a widely-used subway system, I believe that the success of any public transit system is contingent, above all else, on ease of use. This means a system that is simple to understand (which metro is admirably moving toward with its new unified line naming system), simple to pay for (which means a single LA-wide transit payment system), and simple to navigate (which means frequent service and easy connections). The monorail option(s) does not propose to connect directly with other lines, requiring riders to exit the system and then re-enter up to a half a mile away, and feels divorced from the rest of the system in style, presentation, and location. The heavy rail option(s) feels congruous with the rest of the system, and will better serve the purpose of a backbone line within the metro system. The importance of the ability to easily transfer between lines cannot be overstated. 3. Steel rail is a more efficient and more reliable technology that monorail. They are also cheaper to construct at grade or underground, which I expect the Sepulveda route to ultimate be, more than the monorail proposal(s) expect. There are also more options for steel rail cars than monorail cars, which would allow metro to avoid vendor lock-in and take advantage of a robust train market. 4. The monorail option(s) is overly reliant on the 405. This both leads to suboptimal station placement (including placements that introduce an entirely superfluous transfer instead of simply routing to the appropriate destination in the line itself) and what I suspect is an overconfidence in their ability to have their way with the highway. The additional transfers would be crippling to the usability of the line, and the imposition on the 405 is an invitation to red tape leading to cost overruns and construction delays. Thank you for your consideration,
	Beverly Hills	90211	No	2/12/2022	I am a local resident, specifically within Beverly Hills, and I want to share my enthusiastic support for this project! The Sepulveda Transit Corridor Project is vital and essential to Los Angeles now and in the future. The need is obvious and the benefits are self-apparent: this transit line could seriously alleviate and alter congestion both in the immediate and surrounding areas. What I like is the ambition set forward for the project, it is an amazing opportunity to address and take care of critical issues that we face in Los Angeles. Personally, I strongly support and advocate for Alternative 6 (Heavy Rail via Van Nuys Blvd., with the initial segment ending at the Bundy E Line station), and for several reasons. For the portion in the valley, having that segment completely underground could significantly mitigate property acquisition needs and would have a less visually-intrusive impact. I also think it would help deter misinformation and opposition from various neighborhood groups who are using the designs as a weapon against the project as a whole. Alt. 6 is also farther from the 405 freeway and deeper within the Ventura Blvd. area, the benefits of which are two-fold: 1. It is well documented that transit lines on freeways are not as popular and their usage suffers as a result. I do not think riders would enjoy stations next to noisy and challenging freeway infrastructure with the air quality, heavy 405-adjacent traffic on Sepulveda Blvd., and the safety concerns those conditions pose. I think it would create a more negative pedestrian experience and harm ridership. 2. I feel being further down Ventura Blvd. would be more positive because it could make for a more pleasant usage experience and give better access to local businesses and residential areas. What I also like with Alt. 6 is a direct station at UCLA, as this would solve a significant issue for the city. People travel from all over just to go to UCLA, driving 40 minutes just from Koreatown simply to go to school, and from even farther places. Having a direct station at/on UCLA's campus would mitigate the need for further infrastructure to transport people there. It would also provide unprecedented access and connections to a place that so many people who live here use and rely on. I feel that this station is critical to the success of the project and mass transit in Los Angeles as a whole. While the monorail options provide a station to the Getty Center, I think the UCLA is more imperative. What I do also wish though is that we can further investigate connecting to the Getty Center and how to make that happen. I do applaud Metro's desire to innovate and try new things, though I am not sure if monorail is the best option for this magnitudal transit project. I also like that there are stations west of the 405 freeway, as I think giving transit access to those areas is an important consideration. This portion of the alignment would create more rail access to the far Westside where many people work (especially in entertainment and tech) and play. It also connects to other transit services on Bundy and Santa Monica Blvd. I think this portion of the alignment would set the project up for future success when extending it to LAX. Furthermore, while I see the value in considering alignments with stations so close to the 405, I refer to my above comments that this would make for a difficult, less safe, and less desirable usage experience. Additionally, Santa Monica Blvd. east (above) the 405 is especially challenging for pedestrians as it is so wide and a car-heavy juncture with the freeway ramps. I suggest seriously considering these conditions and environments and the impact they would have. I would like to suggest providing a clarification (if possible) on the I-405 Comprehensive Multimodal Corridor Plan and how it would connect with and enhance this project. I have not been able to get a clear understanding of it from what I have found and read on it. While alt. 6 is the most expensive option, I feel the investment in the long run is well worth it and could save more. It is fast, high-capacity, and integrate-able system wide. Thank you for your time and consideration in reading my lengthy comment.
			No	2/12/2022	I DON’T KNOW WHY THEY NEED COMMUNITY INPUT. JUST LIKE THE PORTIONS OF THE 10, 110, AND 90 FWYS WERE PRIVATIZED, THE 405 IS NO EXCEPTION. I BELIEVE THE REQUEST OF INPUT IS JUST FOR CHECKS AND BALANCES PURPOSES. IT WON’T STOP THE PROCESS OF PRIVATIZING THE FWY FOR THE BENEFIT OF THE WEST SIDE AND ANYONE WHO CAN AFFORD THE FEES. LOW INCOME COMMUNITIES WILL BEVER ENJOY NOR RIP ANY BENEFITS OF THIS PROCES. ITS JUST SAD TO SEE THAT THE POLITICS ARE STARTING TO LOOK MORE AND MORE LIKE THE ONES SOUTH OF THE BORDER.
	Santa Monica	90405	No	2/12/2022	My top option would be Alternative 3. Underground less and hits the Getty which is a very important tourist destination. Also, will remind drivers it is available. Speed is important and hopefully will alleviate some of the north south traffic on the 405. Need a parking stations at the Valley Stops so people can park and ride. Alternative 1 would be my next top choice. Keeps train aerial and hopefully faster with key connections. Also keeps the line straight without making odd turns which tend to slow

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					down trains like the other line. An extension to the Burbank airport on all of these would be helpful. Would prefer the electric bus be replaced with a monorail with the stops indicated into UCLA in Option 3.
	Long Beach	90802	No	2/12/2022	I strongly support alternatives 5 and 6. I like that they will provide frequent transit service directly to destinations like UCLA and connect to the Metrolink station in Van Nuys. I would suggest that Metro avoid routing the Sepulveda Line on the 405, which has no immediate destinations, and would provide an awful transit experience for riders, due to the noise and air pollution along highways.
	Sherman Oaks	91403	No	2/12/2022	We support a more expensive but more efficient and quiet solution that includes a tunnel connecting the south Central Valley to Westwood. Any alternative that would route a train above ground through the 405 sepulveda pass / 405 corridor would be slow...and slow would make the system far less attractive. Further, it's our hope that the segment connecting this line to LAX will quickly be included. Lastly, please ensure that a station at or near the Sepulveda/Ventura intersection is included.
	Long Beach	90802	No	2/12/2022	I strongly support alternatives 4 or 5. Alternatives 1, 2, and 3 cannot serve the Corridor well because the proposed stations poorly connect to other transit modes, and uses BYD-specific monorail technology. Alternatives 1 and 2 do not directly server UCLA and should not be considered. Alternatives 4 and 5 because they increase the number of people served by taking a different route than the East San Fernando Valley LRT line. Alternative 6 also does not mention automated trains, which I believe add a lot of value to the enormous transit investment in the Sepulveda corridor, since they allow for more frequent operations. I would love to see the automated metro technology employed in alternatives 4 and 5 used for other future Metro expansions as well. The buildout of the light rail lines have been great, but I believe the automated metro trains can drive a lot more ridership due to their increased frequency. Further, I just want to highlight how great I think this project will be if alternatives 4 and 5 are selected. The high-frequency connection from West LA to the valley will get lots of new riders into LA's transit ecosystem. It would be amazing to see the connection down to LAX expedited if possible, since high-frequency rapid transit is needed through that portion of the westside. Up north in the valley, I'd also love to see the Metrolink corridor from Burbank to Chatsworth improved to at least 15 minute frequencies or better. By having the sepulveda line, Orange line, ESFV light rail, and frequent Metrolink, the valley would be much better served by transit. Overall, Bechtel's alignments 4 and 5 have the best routes and use superior technology. I'd love to see one of them chosen for the Sepulveda corridor, and seeing further investments in the valley could really make this project shine. Thank you for reading.
	Norwalk	90650	No	2/12/2022	Please do not move forward with the monorail options. A monorail would complicate transfers with the eventual Purple Line Extension stations at the VA and UCLA. Please choose a heavy rail option with a stop at UCLA and a direct transfer to the Purple Line.
	Los Angeles	90049	No	2/12/2022	There's no doubt a project like this is necessary. However, I don't believe putting in a monorail type system that doesn't effectively tie into our existing rail lines is a prudent plan. The monorail plans also don't have enough stops between the Valley and the Westside to make them attractive to riders. The best plans involve rail, preferably a below ground rail system that would have stops along the way between the Valley and the Westside. There are many UCLA students who would use the rail system if it had a stop on the UCLA campus and/or in Westwood Village. UCLA also has thousands of employees, many of whom travel from the San Fernando Valley onto campus 5 days each week who would use a rail system that had a stop on campus. This is much more efficient than taking a monorail which would leave them off at a location that is blocks away from campus and would require riders to wait again for another mode of transportation to take them to campus or into the Village. Underground rail also has less impact on our environment. Above ground rail is less attractive and the noise from rail is offensive, more so than the hum of traffic on the 405 freeway. The city will only take on this project once, so let it be the most efficient, logical choice of underground rail. A slow monorail which doesn't tie into existing rail lines is a huge waste of money and above ground rail is loud and unattractive next to the beautiful mountains and neighborhoods where it needs to travel. Underground rail is the best option for this project.
		91423	No	2/12/2022	Feb. 11th 2022 If this will effect Sherman Oaks along the LA River we say 'NO' ... that would be 18 of the 19 residents opposite the LA River and nature path between Woodman and Hazeltine on Valleyheart Dr. south side of the LA River ... BY PETITION. That's 1/2 mile The 19th resident could not be reached but has always supported the rest of us. The dangers (fires, drugs, biking transients across the street are obvious. They have move back and forth our side of the LAR and the opposite side. HUGE FIRE last April. Police, Fire Dept. Sherman Oaks Homeowners (in their Newsletter) support us. ... No south bike path. Unfortunately any bike path would be bad here. Sherman Oaks Neighborhood Council GROUP' supports us. (Traffic and Transportation) Sherman Okas Homeowners Association supports us in their news letter. Bike path, transients and drugs would devalue our homes %5 a realtor said. JC If you have any questions call or email me Retired LA City Curator El Pueblo. Also (for good measure) the last of the General Pershing family. ... Always having to go to war in a city (LA) that has (per LA Times) ...the fewest parks in the nation. Article buried here. LA doesn't care about parks ... only wants money from constant development. City engineers said plaintively ... "But the roads are full" (very apologetically. Great group. My degree. John Joseph Coghlan ... named after my great great uncle General Pershing). ... Who loved nature and would go horseback riding with Theodore Roosevelt into areas that were considered 'wilderness' Not sure where that would be back then. Unfortunately I have found it necessary to "go to war' on behalf of our local street and nearby community re-rezoning for condominiums for example ... and what nature we have. (more petitions) ... wearisome but not giving up. The mindset and value system of our leaders is sometimes quite below par. They should read 'science' but better, good music and good books. Also look up Richard Felton Outcault ... or Outcalt ... Buster Brown and The Yellow Kid. Americas first comic strip ... great Grandfather. Our brains are hard wired by three billion years of evolution in (by far) mostly nature. That is where 'family' necessarily evolved including the ability to 'invent. NO asphalt paths ruining nature please. have a great day .. outside. And get a dog.

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	Los Angeles	90066	No	2/12/2022	My feedback is that I think an all-aerial option is definitely called for. Having commuted using the Expo/E Line for years, the aerial aspect was the biggest draw, making it much more efficient and pleasant. Unfortunately, the MOST pleasant part -- access to world-class views -- is methodically being obscured by construction projects green-lit along the whole route. A prime concern to me for all Metro transit projects is that the resources that have made Los Angeles what it is be taken into account: it's natural beauty and climate. Traffic congestion wastes people's time and induces stress. Circumventing that in Los Angeles, I think, calls for allowing people access to light, air, views of the mountains, sky, clouds, greenery, vistas and cityscapes. And the opportunity to allow people views of a scenic mountain pass in a major metropolitan area, while transporting them quickly and efficiently, is a rare opportunity. My route preferences correspond with their numerical order -- having considered the opportunities to enjoy the city's natural resources and the directness of routes -- starting with Alternative 1, Alternative 2, Alternative 3, and then Alternative 4.
		91311	No	2/12/2022	What I suggest, as probably the majority , is to go with the heavy rail project, alternative 5 or 6. And to accommodate whatever projects for future expansion. In the long run, not only will get from point A to point B faster but having cars out of the busiest freeway will definitely help our environment.
West of Westwood Homeowners Association			Merged Document	2/12/2022	
	Culver City	90230	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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	Arcadia	91006	No	2/12/2022	I strongly believe Metro must build the Sepulveda Line as a Heavy Rail Transit line. HRT is the only mode being considered that will provide the capacity, frequency, and convenience Angelenos deserve. Metro's own studies have found monorail will be slower, and its alignment along the 405 will result in unpleasant, hostile, and inaccessible stations. *Any* train station in the median of, or immediately adjacent to a freeway, is unpleasant (Metro's The Source admitted so itself in reflecting on the Green Line's anniversary!). But building elevated monorail stations at the edge of the 4th busiest freeway in America would be an insulting mistake. We need to build our high-capacity transit stations where people want to go, or at least in places where we can later build TOD destinations. The freeway monorail alignments of Alts 1, 2, and 3 are fundamentally incompatible with this goal. Metro should have learned its lesson from the L Line's Lake and Allen Stations in Pasadena. While the line ostensibly serves the Lake Ave corridor and Pasadena City College, both of those high traffic destinations are at least half a mile from the Metro stations themselves. Stations along Colorado Blvd itself would have served these destinations directly, thereby dramatically improving their utility and ridership, and paved the way for the smart growth and densification of Colorado Blvd. Instead, we're left with unpleasant freeway median stations. While we can't control what's already passed, we can avoid the same mistake by putting rail on the commercial corridors of Sepulveda or Van Nuys themselves, as called for in Alts 4, 5, and 6. Also, it is absolutely essential that Metro build a UCLA Station *on campus* as part of this project. To not do so would be a terrible disservice and mistake. A Sepulveda Line UCLA station that connects to the D, E, and Crenshaw lines would allow residents from across the County to commute into UCLA to study or work, and conversely allow students to enjoy LA without needing a car. Alternatives 1 and 2 are wholly unacceptable in this regard: a bus bridge is inadequate to serve one of the nation's most prestigious universities in the nation's second largest city. A people mover would be an unnecessary waste of money that adds travel time and complexity, and requires a whole new maintenance facility to maintain its own proprietary fleet of vehicles. Building a people mover is only a solution if a station located directly on the UCLA campus was absolutely impossible, which it *is not*. Further, it is also essential that the Sepulveda Line's transfer connection to the D Line be as seamless as the transfer at 7th/Metro. Passengers must be able to switch between the lines by simply taking an escalator/staircase to another platform on the next level. As a near daily L Line (Gold) rider, the three-floor, roundabout transfer between the L Line platform and the B/D Line subway platform at Union Station is unpleasant and adds upwards of 4-5 minutes to travel time. Monorail - by design - will never succeed in this regard. Only an HRT alignment like Alts 4 and 5 have clear plans to easily interface with the new Westwood D Line Station. Additionally, Metro's recent service cuts necessitated by limited staff availability reveal another key point: the new Sepulveda Line should be fully automated, as called for in Alts 4 and 5. Metro's train operators are amazing people - I'm indebted to gracious operators who have re-opened the doors for me when I was running late - but the fact is automated trains are more efficient and cheaper to operate than human driven trains. Vancouver's SkyTrain is an excellent example of automated trains providing headways unheard of in LA at low operating costs. If trains came every 90 seconds, which Alts 4 and 5 can provide, I wouldn't need the doors to re-open at all. Metro must select HRT and Alternatives 4, 5, or 6 for the Sepulveda Line. Alts 4 and 5, due to their automation, are further preferred over Alt 6. We only get one chance to build it right.
	Santa Monica	90404	No	2/12/2022	I suggest Alternative 6, with the main difference I see being the heavy rail line extending past the 405 to Bundy. As someone who lives in Santa Monica, that seems more convenient to me.
		90006	No	2/12/2022	NO MONORAIL!!!!! The heavy traffic on the 405 only goes to show that a monorail simply will not be sufficient in terms of capacity. Alternative 6 I find to be the best option.
Westwood South of Santa Monica Bl Homeowners Association			Merged Document	2/12/2022	
	Van Nuys	91406	No	2/12/2022	I would like to see subway, no to rail system.
	Glendale	91206	No	2/12/2022	Hi there folks! I've lived in Los Angeles most all my life and it's awesome to see Metro continue to grow and develop viable transit alternatives. Thank you all for your continued work! Here's my two-cents: I implore Metro to AVOID the tremendous waste of money that is the Monorail. There is a clear reason why in the entire world (from Europe to Asia) a monorail is avoided. An entirely new maintenance crew would have to be trained ONLY for that ONE monorail. It's low capacity and unreasonably high cost would make it unviable for the cities transit needs. Whereas with Heavy Rail you can add or subtract rail cars with ease. These are just one of the multitude of reasons to choose heavy rail over monorail. Here are two videos that do a better job at explaining why Monorails are an inherently bad idea for large scale pragmatic mass-transit: https://youtu.be/9f__nhlHC1g (by AdamSomething titled 'Why Monorails Are A Bad Idea' and https://youtu.be/cN-z0fGraDw by Cheddar titled 'Why Monorail Keeps Failing') I encourage you all to take a look these brief but excellent videos. A far better solution would Alternatives 4, 5 and 6. I personally would love to see Alternative 6 being chosen, as I feel it is the most 'future-proof' of them all. But Alternatives 4 and 5 are also great! The Heavy Rail would integrate far better Metro system, provide a truly world class transit experience worthy of LA, not to mention it's proven track-record (no pun intended). In conclusion: please AVOID any and all Monorail and instead choose Heavy Rail. The Sepulveda Pass is worthy of such. Monorails firmly belong within airports and Disneylands EPCOT attractions, not for serious mass transit in one of the worlds largest cities.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
					Thank you all of your time and consideration! And thank you again for your important work in bringing high quality, world-class, affordable public transit to our city. Those yet unborn are counting on us making the right decisions today. Forward thinking heavy rail is the way forward and Metro should lead that charge!
			No	2/12/2022	I have lived and raised my children on Berwick Street in the Glen for almost 30 years with my husband. As a resident of the Brentwood Glen, we support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line. Likewise combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ensure the shortest seamless connection to ultimately the airport, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405 While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, we are uncomfortable and strongly oppose alignments and final designs that result in the possibility of property acquisition. We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option. Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line. A stop at UCLA ensures seamless transfers Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for 5 – 10 years of the construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura. Nevertheless, of all the alternatives, which concept option is the most mature? Which alternative will have the greatest chance of completing on time and on budget? Our concerns: How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection? What existing right-of-way will the alternatives with aerial alignments along the I-405 use? How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop? Will the transfers be free of charge? Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County. How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise? What will the operational noise impacts be for alternatives with aerial alignments? ? What is the noise and vibration impact of the monorail options? Sincerely,
	Los Angeles	90066- 1029	No	2/12/2022	I Like Alternative 3 - Mono rail should be less costly and faster to build. The 405 fwy is a nature transportation path with no utilities to move. This system directly serves Westwood and UCLA, a must for this most heavily traveled education and business destination center. Why this system does not continue to LAX is ignores the millions of travelers who travel there from the valley and westside.
		91402	No	2/12/2022	I would like to see alternative #6 come to fruition.

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	Sherman Oaks	91423	No	2/12/2022	Hello. I am a car-less resident of Sherman Oaks who travels to the Westside on a regular basis on the (now, once again) 761 bus line. I will most likely be dead when the future underground (clearly preferred by most transit and neighborhood advocates) or aerial rail/track between the San Fernando Valley and West Los Angeles is running. I support the project, but do not expect to benefit from it. So the present and next-decade-plus of this transit route concerns me most of all. A significant amount of attention needs to be given now to both improving and robustly promoting the current line 761 bus service through the Sepulveda Pass, and promoting the bus lines that feed the 761 bus on both ends, particularly on the SFV end of the corridor. The current line 761 ridership is a microcosmically small fraction of the drivers and passengers who traverse this route today in cars, SUVs, and pickups -- the same population expected to shift in some significant greater numbers to the coming public transportation through the corridor. This project will cost billions. At least some portion -- larger than evidently currently planned -- of the massive expenditure on Metro's Sepulveda Corridor Transit Project should be devoted to improving the frequency, capacity, comfort, and ease of traveling by bus from multiple locations in the SFV to the Westside, and the converse. For example, an attractive new-design bus stop occupying the courtyard of the commercial building on the southwest corner of Sepulveda and Ventura Boulevards with a major shade structure would be nice; hopefully that building's owners and the operators of the adjacent restaurant would appreciate this upgrade on their property -- but if not, the acquisition of this small space by eminent domain for the bus transit hub should be undertaken. And a portion of Sepulveda Corridor Transit Project monies should go to the near-term multi-media promotion of the 761 and the lines that feed it on both sides of the Santa Monica Mountains. For example, half of every bus on line 761 should bear colorful attention-grabbing side banners proclaiming THIS BUS GOES TO THE WESTSIDE AND BACK and the other half proclaiming THIS BUS GOES TO THE SAN FERNANDO VALLEY AND BACK. And every bus in the Valley that takes passengers to the SFV portion of the 761 route should carry banners declaring THIS BUS GOES TO THE WESTSIDE VIA LINE 761 or a similar message -- starting with the Ventura Boulevard 240 and 150 buses (I thank Metro that the little-used 750 is gone), especially the 240 bus whose other terminus is the under-used Red Line Subway that takes folks to every point in central and east L.A. In fact, the 240 buses should sport banners (on the other side of the bus) declaring THIS BUS GOES TO THE RED LINE SUBWAY TO HOLLYWOOD/DOWNTOWN/AND BEYOND and the like (this could and should have been done years ago). Building up part of the expected future ridership of the future very costly Sepulveda Pass subway/rail/monorail/Hyperloop (maybe???) is an effort that should start now by improving the system for the largely lower-income, lower-carbon, car-less young and old Angelenos who are already Metro's (and public transport's) patrons, and thereby attracting the needed additional passengers. This is a matter of equity and of practical preparation for this major transit addition that will benefit those of us who are here and need better carriage between these two parts of our city now, while the groundwork is laid for the better connection for those who will come later. The side-of-bus ad revenue lost to Metro advertising itself and these lines instead of lawyers and movies is part of the modestly redirected portion of the multi-billion-dollars Sepulveda Corridor Transit Project I propose here. I hope these ideas are acted on to help me and my fellow transit customers -- and Metro itself -- here in the third decade of the 21st century. I ask that this comment be made a part of the official record of public sentiment regarding this very important transit corridor. Thank you.
	Sherman Oaks	91411	No	2/12/2022	As a Magnolia Woods resident, I strongly oppose any above-ground metro along Sepulveda. While I am a staunch supporter of mass transit, and have voted for many bond measures and tax increases in support of metro projects, the elevated rail plans would exacerbate noise pollution and turn a vibrant thoroughfare into an eyesore. Any community advantages would be undermined because the area beneath the rail lines would become a dead zone. The noise, lack of light, and industrial feel would discourage any meaningful growth or commercial investment. Let's take the time and spend the money to create lasting infrastructure that benefits communities rather than destroying them. Underground rail is the better choice, the safer choice, and, in the long run, the most effective choice to connect the valley with west LA.
	Burbank	91505	No	2/12/2022	I wish that either alternative #5 or #6 are chosen, featuring heavy rail underground. Thank you for accepting public comments and thinking through the details of this much needed 405 alternative.
	Culver City	90232	No	2/12/2022	I like alternative 6 because it is completely underground. It seems that this would be the least intrusive to existing traffic.
		90007	No	2/12/2022	Build it underground with heavy rail
	SALIDA	95368	No	2/12/2022	Hi, I'm a individual who is thinking about potentially moving to Los Angeles in the future. I believe that options 4 or 5 for the Sepulveda Transit Corridor would be best as it would be able to move far more people in the long term and be faster than a monorail. As well the monorail system would most likely have to have their stations retrofitted to support longer trains if it is to increase to the max capacity, which will take far more time and money. I hope if I do end up moving to L.A. that I can ride a fully functioning heavy Rail line like option 4 or 5.
The Transit Coalition			Merged Document	2/12/2022	
	Thousand Oaks	91362	No	2/12/2022	In all due Respect, how many studies will transpire, over decades. Nothing will happen, people paid for metro's effort, and, again, nothing will come from Metro. Here's one for you: If not now, when ??? Mark my words. There is no transportation answer between Laurel and Topanga, and both sides of Santa Monica Moutain Range. Stay safe during COVID epidemic, and God Bless your efforts.
		91304	No	2/12/2022	Hello, I like plan 6 because the other heavy rail plans might slow down Sepulveda Blvd itself and monorail seems a bit slower than heavy rail. It would be nice if we had a wall with doors like Singapore's MRT system so nobody falls on to the tracks.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90024	No	2/12/2022	Hello, Thank you for taking public comment on this very important and massive investment in improved and more environmentally friendly transportation. I am writing as a member of the UCLA Green New Deal Group, working to improve sustainability efforts in and around UCLA. One of the major sources of emissions we are seeking to reduce is commuters driving to campus. This line could be hugely instrumental in achieving that goal. My highest priorities for the Sepulveda line rail project are, in order: 1) A direct stop on the UCLA campus. Thousands of students and employees commute to UCLA from the San Fernando Valley every day, we must use this project to give them a better and environmentally friendly option for their commutes. An extra transfer in Westwood just doesn't cut it. 2) Easy and quick transfers from the Sepulveda Line to the Purple Line, Expo Line, G/Orange Line, and Metrolink. Some of BYD's monorail proposals do a particularly bad job with this. Also of note is the integration between the planned Van Nuys Blvd light rail line and the Sepulveda line. Perhaps this should all be one line to eliminate that transfer entirely, especially since a high percentage of the Van Nuys Blvd light rail ridership is predicted to be transfers to the Sepulveda line for commuters. 3) High maximum capacity and fast trip times. Heavy rail wins over monorail in this regard. 4) Please also consider speeding up the planning for the second phase of the project, connecting Westwood and the Valley to Inglewood and other SW LA communities Thank you again,
	Los Angeles	90012	No	2/12/2022	I believe Metro should heavily favor alternatives that include a direct UCLA stop (without requiring any transfers to people movers or buses) because that is very likely to be a final destination for many riders. I also believe Metro should avoid the monorail alternatives. Monorails only save on construction costs when they run in an elevated configuration, and the alternative with a direct UCLA stop would require tunneling. Additionally, monorails are hard to extend into a good transit network because of difficulties around switching tracks and their inability to run on other tracks. In this case a monorail would mean that Metro is choosing a system that will be hard to work with in the future and is incompatible with what is already installed. Please consider the future of LA's public transit and choose one of the heavy rail alternatives. The decisions we make now will leave a lasting impact on our children and grandchildren.
	Playa Del Rey	90293	Merged Document	2/12/2022	Please do not select any monorail options for the Sepulveda Transit corridor. BYD has underrepresented the costs required, overstated the max system passenger throughput compared to Bechtel, will likely complete their project later than 2030, and doesn't fully understand all the aspects of the project and area. In addition, BYD has a history of failing to deliver a good product - instead relying on shiny marketing and inside political influence. Finally, their proposed project, if built successfully, isolates stations from population centers and transfer connections. This will depress ridership and reduce the effect of transportation options. Options 4 and 5 offer the most promise, are in line with international transit standards, and will best allow people to flow from the San Fernando Valley to and from the LA West Side. Please review the attached PDF for detailed discussion on all points discussed, as well as a review of station placement, company history, build strategies and future-proofing. I know this submission is late in the comment time, but it's in earnest and well researched (and cited). Please reach out to me for questions.
		90004	No	2/12/2022	Strongly suggest HRT alternatives (4, 5, 6). Wish list: For on-campus UCLA station, would like to see connections to any nearby buildings (Luskin, Pauley, Ackerman, Engineering VI, Lot 4, Lot 8, Lot 9, depending on precise location of station). For Wilshire D Line station, would like to see space around current Lot 36 developed with some use beyond surface parking lot (e.g., multi-story mixed use development, university residential, academic, and/or office building, transit hub to accommodate multiple buses from multiple agencies (Metro, BBB, Culver City, LB Transit, LADOT, Santa Clarita, AVTA, Amtrak California), public gathering or park space, subterranean public parking). Similar comments about connections to nearby buildings and additional uses of space above and/or adjacent to stations throughout line. For all stations, would like to see bike facilities for parking and repair, Metro Bike Share, and possibly docks/parking spaces for micromobility devices.
		90034	No	2/12/2022	Requirements: - An on-campus UCLA station. - A Real train, not a monorail regardless of how exotic or sexy it may seem at first. - Connections to all train lines and other major transit lines crossed. - Direct route to LAX, no transfers. - If any portions are on the street, the rail line must have complete priority. - Accommodations for bicyclists and other modes. - Restrooms in stations. - Pleasant, not shrill or grating: bells, chimes, buzzers, etc. - Proper shelters from sun & rain. Highly Desirable but Optional: - A Station at Getty Center. Optionally, align the route so as to accommodate a future Getty Station. Like UCLA, the Getty is a major institutional asset. - Equipment compatible with other trains on the system. - Mulholland station.
			No	2/12/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Regards,
			No	2/12/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. There are other viable options that do not require tunneling under Bel-Air that are not being considered and should be on the table. Sincerely,
			No	2/12/2022	1) The criteria for selecting the Local Preferred Alternative have not been made clear by Metro. 2) The decision should be made without regard to cost, funding, and project timing. 3) The future mass transit in the Valley will be guided by the design of this project. 4) The decision should be made based on how best to make Los Angeles City and the San Fernando Valley a world class livable environment of the future. 5) This is a project that will be operational for over 100 years. 6) Decisions should be guided by a vision of what Los Angeles should be in 2100. A place that offers its residents affordable housing, workforce development, economic growth, and a quality of life captured in the concept of the 15-minute neighborhood. 7) A wrong answer today will not be replaced. We will live with and suffer the consequences of a sub-optimal decision forever. 8) We don't need the LA depicted in the movie Blade Runner. 9) This scoping period offered no meaningful discussion between the public and Metro.
Westwood Community Council, Inc.	Los Angeles	90024	Merged Document	2/12/2022	Please see attached letter. Thank you.

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	Van Nuys	91405	No	2/12/2022	I'm looking forward when there is an alternative mode of transportation like the Sepulveda Transit Corridor in the San Fernando Valley for many reasons but the main reason is moving towards a more sustainable future both in equity and environmentally; To remove yourself from gas power vehicles is essential and to have better access for walkers, bicyclist, skateboarders and other means of travel. I'm in support of alternative # Van Nuys will receive much an impact from this project along with the San Fernando Valley transit Corridor especially towards development along street corridors like Van Nuys Blvd. I would like to see an updated community plan from city planning to address design overlay zone vision in bringing public transportation infrastructure, urban development, housing and social space. I would highly suggest Metro and the City of LA to create more parks, nature (landscaping) and design in reimagining neighborhoods like TOC, transit stations, commercial corridors and abandon properties where growth, urban density and real estate speculation will definitely occur. Lastly, I would like to see that no corporate entities be involve in naming rights of places and things, and if there are involved in the construction of the project in any form they should be more transparent by providing monthly reports (financial/ construction schedule phases) to Metro and the public.
	North Hollywood	91601	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. I think it's pretty simple: make transit more available to Black and Hispanic communities without gentrifying and pushing them out in the process. I wish I didn't have to write you to respect people's basic dignity of a roof over their heads and yet, here I am with hundreds of others asking you to consider the following demands. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.

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		90024	No	2/12/2022	I urge Metro do what is right by the people of Los Angeles and choose heavy rail. The monorail proposals should not have made it this far. -Monorail cannot directly serve what is expected to be the busiest station, UCLA. -Monorail would have unacceptable stations adjacent to or in the medians of one of the worst and most polluted freeways in the country, if not the world. That would be a travesty for equity, to put it lightly. -Monorail's capacity will surely not be enough for what will certainly quickly grow to be Metro's busiest rail line. Given the perpetual traffic jam that is the 405, if you really imagine all those people taking the train would you really not want to have the most capacity available? -Monorail adds another unique vehicle type to Metro's fleet. This means completely separate facilities for it and no chance of being able to quickly deploy replacement or extra vehicles. These relatively rare vehicles would likely leave Metro beholden to the specific manufacturer for parts, upgrades, etc., instead of being able to put source from any manufacturer through a competitive bid. On a personal note, I have actually ridden a public transport monorail before: the Tokyo monorail to the airport there. It was not a great experience, which is really saying something given the reputation of the Japanese rail system. The trains had a very awkward layout that made it very cramped with only a modest amount of people on board. Needless to say this kind of experience is far from ideal for a line expected to connect major destinations of the valley, UCLA, and LAX, and be a major competitor to the 405. In closing, please do not give in to pressure from misinformed homeowners and companies with unproven track records and only their own interests at heart, and do what is right for current and potential riders and for our region's future. Imagine how much our city could change for the better if we get this right. Please do not give the public further reason to lose faith in Metro. Choose heavy rail. Thank you.
	Los Angeles, CA, 99223	90019	No	2/12/2022	Please DO NOT PICK MONO RAIL. The only sustainable and good option is to choose heavy rail. Do not let the pockets of bel air change the course of public transit! Please this line could permanently change LA for the future. PLEASE CHOOSE HEAVY RAIL
	Valley Glen	91401	No	2/12/2022	I support heavy underground rail for the entire route with connection to Amtrack Station in Van Nuys. Unclear what the benefits are of auto vs driver trains, that should be explained more clearly to the public.
	Los Angeles	90066	No	2/12/2022	These plans are all too limited and too far out in the future. What I suggest is to consider more significant scope, I.e. connect all the way to beach cities, offer express capabilities, and bring service online in 10-15years from today, not 25. Require $15bn and make it a joint federal infra project
	Los Angeles	90025	No	2/12/2022	I prefer heavy rail, specifically alternatives 4 and 5.
			No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at

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					a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Valley Village	91607	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at

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	Inglewood	90302	No	2/12/2022	What I like is that there is recognition that the 405 is a problem, traffic along the 405 from LAX to the Valley feels almost constant and a reliable public transit option will do a lot to fix the problem. Of all the routes, my preferences are for those that serve both the Getty Center and UCLA. Both institutions provide jobs and attract visitors (which contributes to the traffic!). The issue to me is that some of the proposed plans are complicated by different rail grades (above ground and under ground). Given the delays to the Crenshaw line, part of which seems to be the complexity of being below, at, and above grade, a single track type might ensure a speedier completion of the project. I think the first is the best when it comes to serving multiple users while also being the simplest in terms of construction.
Van Nuys Neighborhood Council			Merged Document	2/12/2022	
	Los Angeles	90064	No	2/12/2022	We must have heavy rail. Monorail will be a debacle. BYD is corrupt and corrupting the City Council. BYD is lying about costs and ridership. Only heavy rail directly serving UCLA will work.

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		90046	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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	Los Angeles	90036	No	2/12/2022	I am submitting a short comment in support of alternative 3 of the Sepulveda project. This rail extension should allow people the opportunity to get to UCLA/Westwood and the Getty Center. It represents a big investment that should thus account for two of the main attractions and localities in the LA area. Thank you.
	LOS ANGELES	90063	No	2/12/2022	Were this a vote, my vote would be for project alternative #6. My alternate vote is for #5.

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	Los Angeles	90034	No	2/12/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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	Sherman Oaks	91403	No	2/12/2022	As someone who lives in the Sherman Oaks neighborhoods, we are all excited about an alternative way to access the west side! However the 405 already creates a substantial amount of noise pollution, and I as well as most of my neighbors would love to avoid any additional noise from above ground rail lines & construction. As such we think Alternatives 5 & 6 are the truly good solutions here, as they'll create minimal traffic & noise during construction while providing a weatherproof, expedient and very quiet means to get around LA. Thank you!
	Los Angeles	90064-4317	No	2/12/2022	I live in West LA (90064) and strongly support this crucial Project. We must have heavy rail. Monorail will never work. BYD has a history of corruption and compromising the City Council. BYD woefully mistates costs and ridership. Only heavy rail directly serving UCLA is workable and makes sense.
	Los Angeles	90024	No	2/12/2022	Dear Metro Commission, I recommend that Metro add a line which goes from the Sepulveda station to LAX, either above ground or underground, in the same right of way for the 405 Freeway. If it were to be underground, it would be directly under the 405 freeway from the Sepulveda station around Ventura Boulevard follow the 405 freeway south until Century Boulevard and LAX. It could also be an above-ground or elevated trolley above the 405 freeway. Along the way during this path, there would be stops in Westwood and Culver City and Playa Vista, thereby creating a direct route from the Valley and Westwood and other parts of the west side to LAX, and it would all be within the existing right of way of the 405 freeway. By staying in the existing right-of-way of the 405 freeway, there should be significant cost savings. After completion of this line, there should be a significant drop of car traffic on the 405 freeway from the Valley to LAX.
		91504	No	2/12/2022	Build alternative 4 or 5 for the sepulveda expansion

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	Los Angeles	90049	No	2/12/2022	I am writing regarding the Sepulveda Transit Corridor Project. I am generally in favor of monorails and other rail-based public transportation alternatives. These could be designed to utilize existing transit corridors and could avoid the unnecessary and fruitless confiscation of homes and businesses for increased car traffic. Having said that, I could only support alternative 5 or 6. Any public transportation alternative that does not stop at UCLA would be extremely stupid because UCLA is one of the largest employers in West Los Angeles, with thousands of employees who are potential users of the public transportation IF it stops at or near their place of employment. This is a no-brainer. Second, I would vigorously oppose any confiscation of homes for any project. Existing roadways provide sufficient room for elevated projects. Taking homes and trashing existing neighborhoods only exacerbates Los Angeles' OTHER BIG PROBLEM: not enough housing. Eliminating housing along the corridor would mean that residents would likely have to move farther out, and thus have to join the hordes of people who have to drive in long distances to their jobs. Thus, rather than alleviate traffic congestion, taking homes would increase it. Thanks.
	Studio City	91604	No	2/12/2022	Strongly support this project and it should be done with efficiency in mind. If tunneling and an overpass is needed to make use more convenient and likely to be used this should be encouraged
	Anaheim	92807	No	2/13/2022	I firmly believe that the line should be built as heavy-rail rather than monorail due to the many benefits of the heavy-rail plans as opposed to the monorail.
	Oakland	94602	No	2/13/2022	We must have heavy rail. Monorail will be a debacle. BYD is corrupt and corrupting the City Council. BYD is lying about costs and ridership. Only heavy rail directly serving UCLA will work.
			No	2/13/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/13/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sent from my iPhone
			No	2/13/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
	Los Angeles	90016	No	2/13/2022	I am a LA native representing myself and I would like to drop this message advocating and putting my full support for the heavy rail option of the Sepulveda Transit Corridor as an LA native who has grown up on and with LA's public transportation system, I deeply care for it and advocate for it whenever possible and I really want to see it thrive as best as it can, especially considering I have lived here for almost my entire life and I just feel so deeply connected and because of this I believe it is really really really important that we choose the heavy rail option instead of the monorail option. The monorail option being offered by BYD is simply not efficient in its use of funds. It is going to be much more expensive than the heavy rail option once all of the necessary modifications are made to it in order for it to actually be a feasible line that would actually transport an actual significant amount of people. It is a badly planned route, all three of the options proposed by BYD and because of this I would like to strongly advocate for either options 4, 5, or 6, some of which are being contracted by Bechtel and Order to construct. I believe that Bechtel's proposals have a lot more promise in becoming an actual useful line that many many many riders in Los Angeles would use. It is a crucial project and Bechtel's option truly would allow for it to thrive in its best state, something that BYD is simply unable to offer. BYD has shown a consistent pattern of underdelivering its previous promises for low budgets and it also has various ties to corruption, especially in the LA metro Board members. Because of this I believe that BYD would be an absolutely terrible option to go with as a partner for the construction of this line. I believe that Bechtel's proposal is a lot more robust for the future of Los Angeles and would actually provide crucial public transit for the many many people that would be using that line, especially considering that that line includes and will include some of the most heavily used transfer stations and stations in general of the entire LA Metro transit system. I believe that it is crucial that we do not mess this up by going with a company that is dead set on scamming cities such as Los Angeles in order to actually create a great Metro transit system and add on to what we already have. I believe that the monorail is simply not a good idea and that the heavy rail really should be considered as an actual option compared to the monorail.
UCLA Graduate Students Association	Los Angeles	90034	Merged Document	2/13/2022	To the Los Angeles Metro Board of Directors, I am the Director of Social Media/Web Manager of the UCLA Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes. A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region. Sincerely, Fitz Gerald I. Diala

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		91406	No	2/13/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. 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ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. 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			No	2/13/2022	If this project significantly reduces the reliance on cars great. If it will reduce pollution great. If it will simplify single destination goals – fine. I worked downtown for years and driving was no fun. The convenience of having a car however cannot be equaled.
	Los Angeles	90016	No	2/13/2022	As an LA native who has grown up here for almost my entire life, I have lived and grown up with the LA Metro Transit system for as long as I can remember. I am heavily invested in making sure that LA Transit is able to thrive in becoming the best version of itself that it can. This is why I am writing to heavily advocate for LA Metro to choose proposals 4, 5, or 6 utilizing heavy rail rather than monorail to build it's Sepulveda Transit corridor. Heavy rail would position this project to be able to serve many more people than a monorail option would, with sizeably better ridership capacity. On top of this, this project will likely be cheaper than a monorail option in the mid- to-long run. BYD's proposal for a monorail may be cheaper in terms of upfront costs, but all of the costs required to make BYD's monorail a viable line able to serve the tens of thousands of riders would push costs to far above that of a heavy rail option, well also heavily underperforming in terms of ridership capacity. It also must be taken into account that BYD has shown a history of swindling public officials and LA Metro board members into projects which end up being very costly, significantly more than proposed price tags, while also delivering very low quality products (i.e. the fiasco with low quality underperforming electric buses which BYD sold to LA Metro.). This is not even to mention the corruption that has happened involving these officials and BYD. BYD has already shown that it is a terrible private partner to work with on public transit projects, so for it to manage the construction and operation of this massively crucial transit corridor would be absolutely catastrophic to say the least. If Los Angeles truly wants to improve the lives of hundreds of thousands of people, it should prioritize the benefits that would be incurred to them by choosing heavy rail over monorail for this essential transit corridor. Any other choice would be detrimental and would fundamentally undermine the credibility of Los Angeles officials and of LA Metro to manage public transportation in the second most populated city in the United States.
	Sherman oaks	91403	No	2/13/2022	Alternative 6 looks like the best option for routing. Thank you!
			No	2/13/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.

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	Santa Monica	90405	No	2/14/2022	I encourage the people responsible for the planning and building the new rail line going from the San Fernando Valley to the Westside of Los Angeles to have the new rail line connect with the Expo Line that runs from Santa Monica to downtown Los Angeles. By making the connection of the EXPO and the SEPULVEDA lines will benefit people and business, medical centers, Community Colleges, and Universities and people wanting to take a day to enjoy different areas of LA County without having to deal with congested streets and freeways, parking cost and more.
			No	2/14/2022	Hello, I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. I would rather strongly prefer the alternatives that involve above-ground monorails on the 405 from Van Nuys to Wilshire with either electric-bus or people-mover connections to UCLA. Thank you. Sincerely,
			No	2/14/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor. Sincerely,
			No	2/14/2022	To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project; I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region. Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail. A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region. As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals? The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.
	Los Angeles	90034	No	2/14/2022	1. Building along the I-405 Corridor will have significant traffic impacts to the surrounding regions, including through the residential streets of Roscomare Rd, Sepulveda Blvd, and Beverly Glen Blvd. Deep single-bore tunnel options should be the only ones presented for environmental review, as traffic impacts due to construction on I-405 will be too great. 2. No transit dollars should go towards planning for or building any parking structure, park and ride, or impacts to other car-oriented facilities - let CalTrans, and other Departments of Transportation funded by my gas taxes be the ones to foot the bill. If no gas tax funds or vehicle taxes can go towards transit, no transit funds should go towards automobiles. 3. What I like about the existing proposal are the automated metro options in the deep bore tunnels. No constructions impacts, no labor disputes, improved reliability, and if we're going to spend the money, we might as well spend it on getting the most bang for our buck. 4. Any proposed UCLA station should be on UCLA campus. 5. Connecting with the Expo line further up at either Sepulveda Blvd or (ideally) Westwood Blvd would improve connectivity with the rest of the system, with the opportunity to serve a huge number of people at Pico and Westwood. Put the service where the demand is now, because the demand will only grow. 6. Putting the line along Van Nuys would serve a more-developed corridor with more demand, including improving the economy of the area by attracting riders from the west LA to actually have an easy ride to the valley. 7. Station designs should be minimal, focus on the service instead. 8. Design stations from the perspective of a bicycle or personal mobility system (like a scooter) as the ridership of those forms are the fastest growing segment and will continue to grow in popularity.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90036	No	2/14/2022	Staff Sepulveda Transit, I call on Metro to change the scope of its environmental study of the Sepulveda Transit Corridor project, including on impacts on renters at risk of gentrification, routes, technologies, stations, and the project area, as requested by housing and transit groups here: https://bit.ly/MetroJusticeLetterFeb2022 As the biggest project Metro is working on, this will affect residents and taxpayers across LA County, including me, and it will set a precedent for how Metro handles other projects. HOUSING This project must set a goal of zero displacement of low income renters due to gentrification. Any low income renters temporarily displaced must have a right to return. The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to gentrification, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. These mitigation measures could include, but are not limited to: • A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control • A registry of rental apartments owned by corporations or LLCs • Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income • Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income • A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area • Permanent just cause eviction protections • Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place • Protections for renters when owners convert apartments to condominiums • A small site acquisition program similar to San Francisco's • Affordable housing financing • Track the loss of rent stabilized units and tenants Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS. ROUTE Elevated rail next to homes is unacceptable. Instead, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange. As a substitute for Alternative 4 to going on Sepulveda north of the Orange Line, Metro should study interlining the Sepulveda Line with the Red Line, connecting them and the East San Fernando Valley Line via the Orange Line. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. TECHNOLOGY The heavy rail option must be compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Red Line and the Purple Line. Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system. Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information. STATIONS As requested by the STC4All Coalition, the project must serve UCLA directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money. Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure at a parking structure near the 101/405 interchange instead, which is unacceptable. The Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Metro should study Phase 1 south termini at Expo/Sepulveda and Expo/Bundy and study which corridor to LAX would generate the greatest ridership in Phase 2. Currently, Metro is proposing to study only Expo/Bundy for Alternative 6. No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations. PROJECT AREA Include adjacent areas with significant numbers of transit riders going to or through the project study area, such as Del Rey, Mar Vista, Palms, and parts of Encino that are currently excluded.
	Ventura	93001	No	2/14/2022	I believe that the Sepulveda Transit Corridor Project must logically include a direct stop at UCLA campus (probably on the north end), a direct stop in Westwood Village, and a direct connection to the Purple/D Line. Otherwise, why bother building a transit line down Sepulveda which bypasses the most densely populated and utilized spot on the entire corridor? Bypassing direct connections in Westwood would result in citizens concluding that government is unable to grasp their logical and obvious needs, and wondering if government is incompetent or corrupt. Please don't give citizens any reason to distrust government. Thank you for considering my opinion.
	Los Angeles	90077	No	2/15/2022	The Bel Air Association recently sent you a letter regarding the issue of the proposed project connecting the SF Valley and LA's Westside via the Sepulveda. I support building underground, out of sight and out of mind. I am writing to remind you of two issues: The Bel Air Association does NOT represent the wishes of the residents of Bel Air. It is NOT a Home Owners Association. Only a minority of Bel Air residents are even members. The opinions were not culled or solicited from the residents of Bel Air. There was no concensus and no poll ever done. It is merely the opinion of the vocal monied minority who sits on Board of that organization. Those that have a vested interest in controlling what happens around their homes, with no regard for the welfare of the non-members (the majority of Bel Air residents). It is not a community group representing the interests of the residents of Bel Air. It only represents the interests of the Board members! It is NOTHING MORE THAN THAT ASSOCIATION'S VESTED interests. Regarding an above ground train, near the 405: Who wants to see a big elevated Metro train rumbling down the center of the freeway for the next 100 years! What a big loss to the beauty of LA! The 405 freeway is enough of an eyesore in the Sepulveda Pass! Why compound the problem with more visible transportation trains. They are a big loss in Chicago and New York City where above ground trains are present. The present Metro trains are fabulous and well placed and well concealed from view. Thank you. Regardless of the outcome, thanks for attending to this issue, and it will be fantastic either way
		91103	No	2/15/2022	BYD has created great union jobs and has help many people people in the community leave a better life.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
	Los Angeles	90064	No	2/15/2022	I am so sorry to be late in submitting this, but I hope you will seriously consider my comments. I have lived at for 38 years. My backyard is narrow, and just over the brick wall is Bundy/ Centinela Drives (at the intersection of Ocean Park Boulevard). PLEASE, PLEASE, PLEASE do not have the terminus of the new 405 Sepulveda Pass project end at the Bundy Expo terminal. It makes a lot more sense for it to end at the Sepulveda/ Pico terminal for these reasons: A line going south on Sepulveda (which would be the next logical extension to the airport), would affect FAR fewer residents. Both north and south of Pico, there are mostly businesses, and very few residences. The sixth alternative, which proposes that the line end at Bundy (with a future extension to the airport), means a line down Centinela. That affects numerous single family homes and multiple apartment buildings all the way down Centinela. Addditionally, there are more residences to the north, where the proposed line would end at Bundy/ Expo. On a personal note, both I and my neighbors would not be able to tolerate the noise of the construction in our backyards and it will ruin home values. I would have to move and now I am too old to do so, and it would ruin my finances. Importantly, there is no parking at the Bundy/ Expo station, whereas there is a public parking lot at the Sepulveda/ Pico terminal. Thank you,
	Sherman Oaks	91403	No	2/16/2022	As a condo owner at the corner of Sepulveda Blvd. and Magnolia Blvd. in Sherman Oaks, I hope this project will not impact the use of Sepulveda Blvd. it is my main way in and out of my neighborhood. I also hope this will be an EV train and will not contribute to more air pollution for me and my family. Lastly, increased noise level is also a concern during construction and after. Thank you.
	West Hollywood	90046	No	2/16/2022	What I wish is for this line to prioritize a stop on campus at UCLA. As a public institution with a major hospital, we have a large volume of folks commuting to campus that would benefit from his stop. It would also help us provide accessible, sustainable transportation to campus & reduce the number of folks who need to drive across LA. With a high proportion of UCLA students qualifying for the Pell Grant, we have a lot of folks who would use this transit option and be able to better afford their education because of it. Please make a stop at UCLA!
		90035	No	2/17/2022	Please do not choose a monorail. LA needs to think long term and heavy rail is the best way to do so. Choosing heavy rail could mean better interoperability, higher quality transfers, more rolling stock options, and higher capacity long term.
			No	2/17/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
	North Hollywood	91606	No	2/18/2022	Heavy rail is the only option that makes sense. The monorail is too slow and does not carry enough passengers and is not expandable to handle the growing demands of this rail service.
		90250	No	2/19/2022	What I vote for is Alternative 4: Heavy rail. I know it is passed the dead line but I'm just hearing about this and disappointed I missed all the meeting and deadline,but I hope this comment can still make it in. The monorail will be a big waste of time, money, and effort. Just added another ugly freeway like structure and STILL requiring a bus? All monorail options are terrible. Please don't even consider those. What I wish is for the heavy rail options to be used, this project is one of the more important ones, we HAVE to get this one right! All future generations and future studets will be foreverthank full for such a system. A huge cut in traffic will surely occur with such a desirable alternative. Thank you for your time, and PLEASE no monorail.
			No	2/20/2022	I am a resident of Bel-Air and I strongly oppose Metro's existing alternatives that involve tunneling beneath Bel-Air for the Sepulveda Transit Corridor.
		90025	No	2/21/2022	I would really appreciate this project, my commute is from the west side to the valley and it would greatly make the commute faster.
			No	2/22/2022	Metro, Please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.
	Sherman Oaks	91411	No	2/22/2022	As a resident of Van Nuys / Sherman Oaks I am against Alternative Concept #4. The San Fernando Valley is years passed its rural roots. Concept #4 ignores the already extensive development along the Sepulveda corridor and will severely impact the residential neighbors that back up to Sepulveda Boulevard. Metro, please focus on the five Alternative Concepts (2 underground and 3 monorail concepts) and stop studying the devastating Alternative 4 for the Sepulveda Pass with elevated heavy rail trains running 20 to 40 feet above Sepulveda Boulevard from Valley Vista to Roscoe in the Valley. Alternative 4 will destroy Sherman Oaks forever. There are NO elevated heavy rail trains anywhere else in Los Angeles. Why is the high-speed transit underground from LAX to the Valley and then becomes elevated at Valley Vista along Sepulveda? Once AGAIN, the Valley is not getting its fair share of our tax dollars.
	Van Nuys	91411	No	2/22/2022	This may be disregarded because I found out about this initiative just today, but I will leave my comment nevertheless. Other comments preferring the heavy rail option seems to make sense, even if I am not an expert in transit engineering. Anyway it will be decided, please stop at the Getty Center. It is one of LA's top destinations, which hosts 1.8 million visitors (mostly from out of town) per year and over 1,000 employees every day. Running a line right in front of the Getty without a stop would miss an opportunity to serve all these people and would almost seem like a slap in the face. Please consider this option, whether it's monorail or heavy rail. Thanks.
	Los Angeles	90032	No	2/22/2022	A stop at the Getty Center would be transformational for LA communities underserved by arts organizations. The Getty is among LA's most important cultural treasures and transportation is the key factor preventing many Angelenos from taking advantage of it.

Submitted By	City/ Town	ZIP	Attachment	Date Submitted	Submission Text
International Monorail Association			No	2/23/2022	Dear Mr. Carter and the Sepulveda Transit team, Through our member companies, we have learned about the recent public hearing of your proposed Sepulveda Transit Corridor project. First, we would like to express that your open technology approach is very remarkable. This is not always the case with such challenging projects. Nevertheless, we can imagine that the 6 different alternatives will not be discussed without prejudice. The International Monorail Association is a non-for profit Members Association whose mission is to organize the mass transit global monorail sector, promote the application of monorail, publish information, and promote the establishment of performance standards. Currently our association has 37 member companies - spread around the globe. Our aim is to provide a platform for interaction between Public Authorities, the Monorail OEM Industry, the Monorail Operating and Maintenance Companies, Monorail Consulting Engineering Companies and Monorail System Builders, with the purpose to aid in the responsible and efficient use of Monorail for Public Mass Transit. In this respect, we would like to take the opportunity to enter into a dialog and share with you information on technology assessment. To this end, you will find enclosed three presentations that go into great detail about the various transport solutions and explain their advantages and disadvantages. For your Sepulveda Transit Corridor Project, we see several advantages with the use of a monorail system: In addition to the topographical requirements for routing, which monorails can meet well with comparatively tight curve radii and larger inclines, the speedy project implementation is one of the most compelling arguments. The results are quickly visible and, above all, usable for the population. Other major advantages are comparatively low investment costs and low operating costs. Monorail systems are an easy fit to urban areas (unobtrusive track) and match for difficult terrain due to its simpler infrastructure. Consider this email as an invitation for further exchange. We would also be happy to discuss this matter in more depth with our experts from the member companies.
	los angeles	90039	No	2/25/2022	PLEASE BUILD THIS!!! I was just driving today from compton to inglewood to west hollywood and was like, damn if only there was a better subway that went from van nuys to redondo beach, it could connect the valley bus, the santa monica line and the green train. THEN i saw the K line being built and got very excited that about half my idea was created, but this is the next step. A subway instead of the 405 would be so amazing because if I wanted to go to the beach or south LA I wouldn't have to sit in a bunch of goddamn traffic. Sure, I live in silver lake now and wish there was a line to get from here to burbank and then something that connected burbank to the yellow line through glendale to pasadena but truthfully the 405 subway line would be so fucking awesome.
	Northridge	91326	No	2/26/2022	Alternative 4 is most the sensible. It balances underground and aerial sections. I like the underground direct line from the Ventura Blvd station to the UCLA station. It makes more sense than the meandering aerial along the 405. I commute on the 405 and I can't wait for this project to start operations, but I hate to see aerial work along the 405 and live through 5 years of construction impacts, similar to the 405 widening project a few years ago.
	Los Angeles	90034	No	3/1/2022	Please take the heavy rail option with a stop at UCLA rather than the monorail option! I am a graduate student at UCLA and I think that heavy rail with a stop at UCLA is the best option. The monorail is worse in every possible way but cost, and that makes a LOT of assumptions about monorail cost. The heavy rail line will be extremely useful for students, faculty, workers, and anyone who needs to go to the hospitals near UCLA. A stop at UCLA is extremely useful and the only practical benefit of the monorail is that it makes Bel Air NIMBYs happy. Having a normal rail connection will also be useful when the rail line to downtown is finished, making a better overall connection for people to get around the city and to further reduce traffic.
		91402	No	3/1/2022	Would like alternative 6. Wish there were platform barriers.
	Covina	91722	No	3/1/2022	The line formerly known as the gold line; L Line, is as successful as it is, because it links so many community colleges and university campuses. It makes sense. A high concentration of people, with limited parking, and often people are not earning a high enough income to drive cars. The monorail proposal leaves out a UCLA stop. This plan should be considered dead on arrival because of that.
	Thousand Oaks	91360	No	3/1/2022	Please consider a heavy rail option, this has the potential to be completely transformative for the Westside and SFV, and as a commuter from Ventura County to Culver City, could make feasible public transit options from Ventura County to the Westside.

Appendix Q-2.
Letters from Organizational Stakeholders

Sherman Oaks Homeowners Association

The Sherman Oaks Homeowners Association submits the attached letter with ten critical questions concerning the Sepulveda Transit Corridor Project. Our questions are based on community concerns from local organizations, residents, and businesses. Metro has implied that many answers will be forthcoming during the environmental analysis process. THIS IS NOT GOOD ENOUGH! In the past, SOHA has submitted many questions and Metro has never answered any of them. SOHA has also submitted many substantial comments which Metro has ignored. METRO CAN NO LONGER IGNORE THE PUBLIC! Metro has been totally silent or at best misleading with the public about many basic critical technical, route, financial, and other aspects of the five concepts. It appears that Metro prefers to give the public trivial levels of information, so the public is unable to ask tough questions that Metro is afraid to answer. THIS IS SIMPLY WRONG! The public needs real substantive information and rapid definitive answers to questions now – not in six months or a year or two years when it will be too late to do fix anything. SOHA is finished playing the game by Metro's rules – because these rules deny the public the influence and answers that they deserve. To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of an environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer. SOHA also demands that Metro notify us in writing within one day (by December 7th) whether they will be providing substantive responses to our questions or will not, and when we will receive the responses. Thank you. We look forward to hearing from you promptly.

Officers
President
Richard H. Close
Vice President
Matt Epstein
Vice President
Jules Feir
Treasurer
John Isen
Secretary
Jay Weitzler

Founded in 1964

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December 6, 2021

Sepulveda Transit Corridor Project
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
sepulvedatransit@metro.net

Subject: SOHA Critical Questions on the Sepulveda Transit Corridor Project

The Sherman Oaks Homeowners Association (SOHA) submits ten questions concerning the five concepts that Metro is currently evaluating for the Sepulveda Transit Corridor Project – the three Pre-Development Agreement (PDA) concepts and the two Metro-developed true subway concepts:

1 – LA SkyRail Express (LASRE) PDA Baseline Monorail along the 405 Freeway
2 – LA SkyRail Express Monorail PDA Alternative with underground UCLA section
3 – Bechtel Heavy Rail PDA Halfway (subway on Westside and in Pass but elevated in Valley)
4 – Metro Heavy Rail True Subway under Sepulveda Boulevard in Valley
5 – Metro Heavy Rail True Subway under Van Nuys Boulevard in Valley

Our questions are based on community concerns from local organizations, residents, and businesses. Metro has implied that many answers will be forthcoming during the environmental analysis process. THIS IS NOT GOOD ENOUGH! In the past, SOHA has submitted many questions and Metro has never answered any of them. SOHA has also submitted many substantial comments which Metro has ignored. METRO CAN NO LONGER IGNORE THE PUBLIC! Metro has been totally silent or at best misleading with the public about many basic critical technical, route, financial, and other aspects of the five concepts. It appears that Metro prefers to give the public trivial levels of information, so the public is unable to ask tough questions that Metro is afraid to answer. THIS IS SIMPLY WRONG! The public needs real substantive information and rapid definitive answers to questions now – not in six months or a year or two years when it will be too late to do fix anything. SOHA is finished playing the game by Metro's rules – because these rules deny the public the influence and answers that they deserve.

To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of an environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer.

SOHA also demands that Metro notify us in writing within one day (by December 7th) whether they will be providing substantive responses to our questions or will not, and when we will receive the responses.

Question 1 – Metro has stated that the overall PDA process will focus on refining and evolving concepts during environmental studies over the next several years. As noted in Metro's February and March 2021 presentations to the Metro Board and Executive Management Committee, the five concept designs will "… be refined based on technical study and public feedback through environmental/PDA Process." There will be "multiple off-ramps" for unsuccessful concepts. Metro's PDA process will allow concepts and their routes to evolve and even significantly change into better concepts based on engineering and environmental considerations – and, most importantly, PUBLIC INPUT. However, Metro has provided the public minimal and insubstantial insight into how or when this refinement and evolution will occur – and provided zero insight into the level of public involvement that can be expected. SOHA wonders why Metro has not championed their PDA process with the public and if Metro is truly committed to the PDA process or is it just window dressing.

How exactly will Metro's PDA process be used to refine and evolve the five currently selected concepts? How will the PDA process be conducted in concert with the Metro Environmental Process? How will Metro make the PDA process much more transparent to the public than prior Metro project feasibility studies? How will Metro better provide more PDA/environmental progress/decision information, more outreach, more substantial concept information, more timely study report publication, and more actual timely Metro responses to questions from the public?

Question 2 – Metro seems to be conducting two somewhat mutually exclusive sets of studies and analyses in parallel: (1) the five-phase Pre-Development Agreement (PDA) activities and (2) the project Environmental Studies Process. The PDA phases are listed below with each phase's duration, as defined in the PDA Request for Proposals (RFP).

- PDA Phase 1	Alternatives Refinement	9 months
- PDA Phase 2	Conceptual Engineering & Analysis	13 months
- PDA Phase 3	Completion of Conceptual Engineering to Support Locally Preferred Alternative Selection	9 months
- PDA Phase 4	Final Technical Concept	11 months
- PDA Phase 5	Project Implementation Proposal	10 months

The PDA activities begin with nine months of concept Alternatives Refinement. The environmental studies begin with a shorter, 30- to 45-day Scoping Study. Metro has only recently announced that the Public Scoping Period began in December 2021. The public has no idea how the PDA activities, especially the Alternatives Refinement, are related to and interact with the Environmental Studies. Metro has provided no information on this nor a detailed schedule of activities.

How are the PDA contract activities, including Alternatives Refinement, the Environmental Studies, and all other efforts related to selecting the Locally Preferred Alternative (LPA) interrelated and integrated with each other? What is the detailed schedule for all activities, including all public outreach/feedback efforts and deliverables?

Question 3 – The five concepts being evaluated have five different routes. The public was not involved in route selection and evaluation for any of these concepts. Metro developed these routes without public input and simply told the public what they were. Metro collected public comments after the fact and simply chose to put them in a log and ignore them.

How did Metro develop these routes? Why wasn't the public involved with development of the routes before they were selected? How many alternative routes were evaluated and what were they? Will the PDA contractors (LASRE and Bechtel) be reevaluating the routes for their concepts as part of the PDA Phase 1 Alternatives Refinement activities with true public involvement? Will Metro be reevaluating the routes for its own two subway concepts in parallel with the PDA Alternatives Refinement or during the Scoping Period for environmental Studies? How will the public be involved and engaged in route reevaluations, so their concerns will not simply be ignored?

Question 4 – Metro is considering use of a Public-Private Partnership (P3) to construct and operate the selected concept (called the Locally Preferred Alternative, LPA). Metro has provided zero information to the public on how a P3 would work and on which concepts it would be used or not used.
Will Metro use a P3 for each of the five concepts? If not, which concepts will not use a P3 and why? What are the P3 financial arrangements for the LASRE and Bechtel concepts? Does Metro have a backup plan to construct and operate the LPA should Metro be unable to execute a P3 agreement? If not, why not?

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Why did Metro not require proposing consortia to provide community impacts of their concepts? Why did Metro not evaluate the concepts' community impacts before making their PDA selections?

Question 7 – From the best information available from Metro reports and the redacted PDA proposals, the capital cost estimates for the five concepts seem to be (in billions of 2020 dollars):

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The public needs to know the costs in order to understand the financial impacts of the concepts.
What are the current best cost estimates (in 2021 dollars) for each of the five concepts?

Question 8 – The Measure M estimated budget for the Sepulveda Transit corridor Project (STCP) is $2.837 billion (in 2015 dollars) for the Valley side and $2.837 billion for the Westside, for a total of $5.674 billion for the entire project. This includes Measure M funds plus local, state, federal, and other funding. Escalated to 2020 dollars, the budget is about $7 billion. Metro has not provided updated budget numbers to the public and needs to do this.
What is Metro's estimated available budget for the Valley-to-Westside portion (Phase II) of the Sepulveda Transit Corridor Project in 2021 dollars so the public can fairly compare the available budget to the estimated concept costs?

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Question 10 – With only one of five concepts appearing to be affordable within Metro's currently available budget, significant additional funding will be necessary to build any of the other four concepts – $8 billion or more for Metro's two most costly true subway concepts.
What additional sources of funding is Metro investigating to obtain this capital? What is the likelihood of securing each source? What is Metro's backup plan should no additional funding sources be available?

Thank you. SOHA is evaluating additional questions on the project and may submit them in the future.

If you need clarification, please contact me at BobHillsideOrdinance@gmail.com or (213) 364-7470

Sincerely,

Bob Anderson
Board Member and Chair, Transportation Committee
Sherman Oaks Homeowners Association

cc: Stephanie Wiggins (CEO, Metro), Mayor Eric Garcetti (Mayor, City of Los Angeles and Metro Board member), Doug Mensman (Transportation Director, Mayor's office), Councilmember Nithya Raman (CD4), Andrea Conant (Chief of Staff, CD4), Councilmember Paul Krekorian (CD2 and Metro Board member), Karo Torossian (Chief of Staff, CD2), Councilmember Paul Koretz (CD5), Joan Pelico (Chief of Staff, CD5), Council President Nury Martinez (CD6), Ackley Padilla (Chief of Staff, CD6), Jeffrey Hartsough (President, Sherman Oaks Neighborhood Council)

Reseda Neighborhood Council

The Reseda Neighborhood Council opposes plans 1-3 for the Sepulveda Transit Corridor. Plans 1-3 call for a monorail to serve this corridor. Monorails would mean introducing a new piece of technology rather than allowing for interchangeable technology that we currently have in light and heavy rail and would exacerbate maintenance issues and replaceability. The company proposing the monorail, BYD, has a history of overpromising and under delivering. Additionally, public transit stations along the 405 makes for a worse experience for the transit user. Stations would be highly polluted by car exhaust, noisy, and inaccessible for pedestrians. Lastly, building along the 405 is financially infeasible and hazardous to life. As experience with the gold line expansion in Pasadena shows, Caltrans now requires additional barriers at increased cost due to the high probability of a car crash directly interfering with highway aligned transit routes.

Options 4-6 are all heavy rail and include a direct stop at UCLA. A station directly at UCLA is crucial to the usability and benefit of the residents of the San Fernando Valley.

Reseda Neighborhood Council

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REEMA HAQUE
JENNIFER HUNT GUDERNATCH
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ANAT INDIG-PEDDICORD
JOE PHILLIPS
MARIA SKELTON

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This vote took place in a Brown Act compliant meeting on December 20, 2021 with a vote of 8 yes and 1 abstain.

Bob Anderson

Subject: SOHA Critical Questions on the Sepulveda Transit Corridor Project
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Our questions are based on community concerns from local organizations, residents , and businesses. Metro has implied that many answers will be forthcoming during the environmental analysis pro cess. THIS IS NOT GOOD ENOUGH! In the past, SOHA has submitted many questions and Metro has never answered any of them. SOHA has also submitted many substantial comments which Metro has ignored. METRO CAN NO LONGER IGNORE THE PUBLIC! Metro has been totally silent or at best misleading with the public about many basic critical technical, route, financial, and other aspects of the five concepts. It appears that Metro prefers to give the public trivial levels of information, so the public is unable to ask tough questions that Metro is afraid to answer. THIS IS SIMPLY WRONG ! The public needs real substantive information and rapid definitive answers to questions now – not in six months or a year or two years when it will be too late to do fix anything . SOHA is finished playing the game by Metro's rules – because these rules deny the public the influence and answers that they deserve. To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of a n environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer. SOHA also demand s that Metro notify us in writing within one day (by December 7 th) whether they will be providing substantive responses to our questions or will not , and when we will receive the responses
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Founded in 1964

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December 6, 2021

Sepulveda Transit Corridor Project
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
sepulvedatransit@metro.net

Subject: SOHA Critical Questions on the Sepulveda Transit Corridor Project

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To these ends, SOHA demands that Metro provide substantive answers to our questions within one week. These are basic questions about how Metro is managing the project and Metro should have answers readily available. If they don't, shame on them. These are not questions that can be relegated to an appendix of an environmental or study report. These are questions that Metro should have already answered in public meetings – but chose not to answer.

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The public needs to know the costs in order to understand the financial impacts of the concepts.
What are the current best cost estimates (in 2021 dollars) for each of the five concepts?

Question 8 – The Measure M estimated budget for the Sepulveda Transit corridor Project (STCP) is $2.837 billion (in 2015 dollars) for the Valley side and $2.837 billion for the Westside, for a total of $5.674 billion for the entire project. This includes Measure M funds plus local, state, federal, and other funding. Escalated to 2020 dollars, the budget is about $7 billion. Metro has not provided updated budget numbers to the public and needs to do this.
What is Metro's estimated available budget for the Valley-to-Westside portion (Phase II) of the Sepulveda Transit Corridor Project in 2021 dollars so the public can fairly compare the available budget to the estimated concept costs?

Question 9 – The LASRE Baseline Monorail PDA concept along the 405 (the one not running under the UCLA campus) appears to be the only concept affordable within the current Measure M budget.
Why is Metro wasting taxpayer dollars by evaluating unaffordable concepts like they did for the East San Fernando Valley Transit Corridor project? What is Metro's rationale for spending taxpayer dollars designing concepts that Metro cannot afford to build? How and why is this fiscally responsible? Why did Metro's Measure M include an unconscionably lowball cost estimate for the Sepulveda Transit Corridor Project – the most critical project to the County of Los Angeles?

Question 10 – With only one of five concepts appearing to be affordable within Metro's currently available budget, significant additional funding will be necessary to build any of the other four concepts – $8 billion or more for Metro's two most costly true subway concepts.
What additional sources of funding is Metro investigating to obtain this capital? What is the likelihood of securing each source? What is Metro's backup plan should no additional funding sources be available?

Thank you. SOHA is evaluating additional questions on the project and may submit them in the future.

If you need clarification, please contact me at BobHillsideOrdinance@gmail.com or (213) 364-7470

Sincerely,

Bob Anderson
Board Member and Chair, Transportation Committee
Sherman Oaks Homeowners Association

cc: Stephanie Wiggins (CEO, Metro), Mayor Eric Garcetti (Mayor, City of Los Angeles and Metro Board member), Doug Mensman (Transportation Director, Mayor's office), Councilmember Nithya Raman (CD4), Andrea Conant (Chief of Staff, CD4), Councilmember Paul Krekorian (CD2 and Metro Board member), Karo Torossian (Chief of Staff, CD2), Councilmember Paul Koretz (CD5), Joan Pelico (Chief of Staff, CD5), Council President Nury Martinez (CD6), Ackley Padilla (Chief of Staff, CD6), Jeffrey Hartsough (President, Sherman Oaks Neighborhood Council)

Encino Neighborhood Council (A Certified Neighborhood Council)

Officers:
PAT BATES•President
VICTORIA MILLER•Vice President
ALEX GARAY •Secretary
GLENN BAILEY•Treasurer
HENRY ESHELMAN•Sergeant at Arms

4924 Paso Robles Avenue • Encino • CA • 91316 (747) 284-0450 www.encinonc.org

January 11, 2022
Via Online Comment Form
Via Sepulvedatransit@metro.net

Metro Project Manager

Re: Sepulveda Transit Corridor Support for Alternative 6

On July 28, 2021 the Encino Neighborhood Council passed a motion by a vote of 20 yes, 0 no, 0 abstentions regarding Sepulveda Transit Corridor Options, clearly stating its support for the following alternative, which is currently Alternative 6: **Heavy Rail that is underground inline with Van Nuys Blvd carrying the maximum number of riders that would be a straight line from the East Valley Transit Center in Sylmar riding light rail down Van Nuys Blvd, which is already approved, then traveling heavy rail under the Santa Monica Mountains to the Westwood Station already being built.**

Thank you for your consideration.

Patricia Bates
President
Encino Neighborhood Council
President@encinonc.org

cc:
Laurie Kelson, Encino NC Transportation Chair pkelsondds@aol.com
CD 4 Deputy Kevin Sanchez-Morales kevin.sanchez-morales@lacity.org

Kindly note that the original motion referred to and supported Alternative 5. Under the current alternatives, Alternative 6 is identical to the original Alternative 5, and therefore, the resolution is modified accordingly.

WESTWOOD VILLAGE

January 19, 2022

To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project;

I am writing to you on behalf of the Westwood Village Improvement Association (WVIA). The WVIA is contracted by the City of Los Angeles to represent our community of over 2,300 unique businesses, and to administer benefits to the Westwood Business Improvement District.

After considerable review, the WVIA Board of Directors has determined that the Sepulveda Transit Corridor Project be underground, include a stop at the UCLA campus and also include direct connectivity to the Purple Line Extension. The position of the WVIA aligns with heavy-rail alternatives 5 and 6 and we strongly encourage the LA Metro Board of Directors to approve only these solutions that can best address Metro's goals of improving mobility, accessibility, equity, and sustainability while providing the best solutions to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region, and the Westwood Business Improvement District.

Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 82,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail.

A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day

from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region.

As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. Alternative 4 includes an aerial alignment that is not only aesthetically undesirable but will also significantly devalue adjacent properties. Alternatives 1, 2, 3, and 4 might be less expensive, but is it worth investing any money at all in a system that won't achieve its goals?

The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, 3, and 4.

Sincerely,

Andrew Thomas
Executive Director, WVIA

Westwood Village Improvement Association
10866 Wilshire Blvd., Suite 360
Los Angeles, CA. 90024
(310) 470-1812
thewestwoodvillage.com

Anonymous Anonymous

Please see the attached public comment regarding the Sepulveda Transit Corridor Project.

LEAGUE OF WOMEN VOTERS® OF LOS ANGELES COUNTY

Dear Members of the Los Angeles Metro Board,

The League of Women Voters of Los Angeles County strongly supports connecting the San Fernando Valley and the Westside with a new rail line. LWV California Transportation Policy supports transit that lowers VMT, is efficient, convenient, and cost effective; is safe and secure; serves all segments of the population and diverse geographic needs; minimizes harmful effects on the environment; and is integrated with land use.

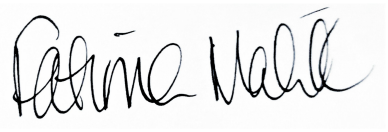
In selecting among options for this project, we urge Metro to prioritize the following criteria:

- Easy connections to the Purple and Expo lines.
- A stop at UCLA, the most popular destination on the Westside
- No stops on freeways as in alternatives #1, #2, #3
    - Freeway stops do not directly connect to communities or destinations
    - Freeway boarding platforms expose riders to unsafe levels of noise and pollution
- Compatible with existing rail stock
    - Metro already runs light and heavy rail. It would be unnecessarily expensive and complicated to run a third type of rail car
- Minimize disruptions to local communities

We believe that out of the six alternatives mentioned in The Source blog of November 30, 2021, #4, #5 and #6 conform to these criteria.

We ask that you only consider alternatives #4, #5 and #6 going forward.

Thank you,



Fatima Malik

President

League of Women Voters of Los Angeles County

Anonymous Anonymous

The Sherman Oaks Homeowners Association submits our positions, comments, and questions on Metro's environmental process and the six Sepulveda Transit Corridor Project alternatives.
Metro is Running this Project Like a Fiscally and Morally Irresponsible Schoolyard Bully. The evidence is clear. It's time for our elected officials and the public to step up and stop this out-of-control bully from destroying our Sherman Oaks community and this project.
Metro – Meet with Sherman Oaks Community Leaders to Resolve our Concerns. Prove we're wrong! Not a "meet & greet" or public meeting. A working meeting between equals. We hope to hear from you.
Metro Public Scoping Meetings Were a Sham and Withheld Vital Information! Metro's scoping meetings provided trivial information about the project's six alternatives. No route details. Useless cartoon maps. No technical details. No tunneling impacts. No train noise information. No hints on station parking. No cost or affordability considerations. No schedules. No public-private partnership facts. The public cannot make meaningful comments based on trivial information. Trivial information ensures that public comments are trivial and ignorable. Metro is being unfair and irresponsible. Tragically, Metro's lack of information has also fostered the spread of misinformation. The public is uninformed and confused.
Metro Never Answers Questions! On December 6 , SOHA sent ten basic questions to Metro and asked for answers (Reference 1). Answers to help us and our members submit better informed comments. Metro did not have the professionalism or courtesy to respond. Why is Metro afraid to answer questions?
Metro's Environmental Review Process Is a Sham that Trivializes Public Input and Makes Back-Room Decisions! Metro stops accepting public comments on February 11 . They don't accept further public comments until the Draft Environmental Impact Report (DEIR) is complete in a couple of years. Metro promises to keep the public updated but there are no public meetings until the DEIR is complete. The public comments on the DEIR and then Metro selects the Locally Preferred Alternative (LPA) for construction. "Locally Preferred" makes it sound like the public was involved. They weren't.
SOHA Will Continue to Make Comments and Ask Tough Questions! We will not buy into this shameful process. SOHA will continue to submit comments and ask questions well after February 11 . We want Metro to schedule interim public meetings and inform the public how each alternative is evolving during environmental studies. We plan to hold our own public meetings to keep communities informed. We will encourage the public to submit comments. We expect Metro to respond clearly and truthfully.
SOHA Cannot Yet Support Any of Metro's Six Alternatives Because All Have Flaws! Some flaws are minor and fixable. Some are major and not fixable. SOHA studied every Metro document referenced in this letter (2,800+ pages) to learn what was going on because Metro has kept the public in the dark.
SOHA Adamantly OPPOSES Alternative 4 with Elevated Trains in the Valley! This alternative is subway under the Westside and Sepulveda Pass but elevated heavy rail trains above Sepulveda Blvd in the Valley. This is irresponsible. Why decimate the wellbeing of Valley residents and businesses by studying noisy elevated trains. It is an abomination that will destroy our community. Stop Alternative 4 now!
SOHA Has Positions on All Six Alternatives. Our positions are shown in the table. We based them on three criteria: technical acceptability, financial affordability, and schedule reasonableness. We

cannot support any alternative that does not fulfill all three criteria. The world's greatest alternative cannot be acceptable if it is unaffordable and can't be built on a reasonable schedule.
ALTERNATIVE 1 -- Driverless Monorail along 405 with Electric Bus Connection to UCLAACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley AFFORDABLE – Probably buildable with currently available Metro budget SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 2 – Driverless Monorail along 405 with Automated People Mover Connection to UCLA ACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley ALMOST AFFORDABLE – Almost buildable with currently available Metro budget SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 3 – Driverless Monorail along 405 with Tunnel Under UCLA ACCEPTABLE – ONLY IF route realigned to 405 median in Valley AND IF no tunneling under Bel Air UNAFFORDABLE – At least $2 billion more than currently available Metro budget LONGER SCHEDULE – Three-mile tunnel under UCLA adds at least two years
ALTERNATIVE 4 – Driverless Subway under Westside and Pass; Elevated above Sepulveda in Valley UNACCEPTABLE – Ridiculous elevated heavy rail trains in Valley – TERMINATE STUDYING THIS NOW! UNAFFORDABLE – At least $5 billion more than currently available Metro budget LONGER SCHEDULE – Nine-mile tunnel under Westside/Sepulveda Pass adds at least four years
ALTERNATIVE 5 – Driverless Subway under Westside, Pass, and Sepulveda Blvd in Valley ACCEPTABLE – ONLY IF route realigned under 405 freeway through Sepulveda Pass UNAFFORDABLE – At least $9 billion more than currently available Metro budget LONGEST SCHEDULE – Fourteen-mile tunnel adds at least five years
ALTERNATIVE 6 – Driver-Operated Subway under Westside, Pass, and Van Nuys Blvd in Valley ACCEPTABLE – ONLY IF modern automated technology AND IF route better under Beverly Glen near Sunset UNAFFORDABLE – Almost $9 billion more than currently available Metro budget LONGEST SCHEDULE – Thirteen-mile tunnel adds at least five years
No Alternative Is Technically Acceptable Yet. Although the monorail and heavy rail technologies are fully viable, no alternative fulfills all basic requirements such as route alignment equity and minimal community impacts. All current alternatives need at least one flaw corrected to be technically acceptable, except Alternative 4 which can never be acceptable.
Alternative 1, 2, and 3 are flawed because their monorails run on the east shoulder of the 405 in the Valley. They must be relocated to the median to minimize community impacts. Alternative 5 is flawed because it tunnels under the Sherman Oaks and Bel Air communities with potentially serious impacts. The route must be relocated under the 405 freeway. Alternative 6 is flawed because it uses old-fashioned driver-operated heavy rail trains. It must use the same modern driverless trains as the other heavy rail alternatives. It's also being designed by the same contractor that will supposedly independently study its environmental impacts.
Alternative 4 with Elevated Trains in the Valley is an Abomination and Not Acceptable. This flawed alternative can never be technically acceptable. Stop wasting public money studying it. If Metro had responsibly listened to Valley communities, this alternative would have been terminated years ago. Stop it now! Alternative 4 Is a Desperate Metro Ploy to Cut Costs and Still Get a Subway on the Westside.
Alternative 4 causes massive and unnecessary eminent domain on Sepulveda Blvd south of Ventura Blvd. The Metro rendering shown was posted at the June 2019 public meetings, yet Metro stated they had not yet thought about eminent domain. Alternative 4 will destroy our Sherman Oaks community from Valley Vista Blvd to Oxnard St. Its only purpose is to lower cost enough to have subway on the Westside and under the Pass, even though the Valley get screwed with elevated

trains. Metro's continued consideration of Alternative 4 illustrates their disdain for the Valley. The Valley currently has only two Metro heavy rail stations but almost 20 percent of LA County's population. None of this is fair!

Few Alternatives Are Financially Affordable Because Metro Lowballed Measure M Cost Estimates to Entice Voters. Measure M funds all Metro projects. Had it not passed in 2016, the Sepulveda Transit Project would not exist. Measure M did pass, but its cost estimates were woefully low – less than half what were really needed. Because Metro low-balled the estimates, only one or two of Metro's Sepulveda Pass alternatives are now affordable. This is a pretty stupid place to be at this point in such an important project.

Measure M Budget for Sepulveda Transit Corridor Project is about $6.9 Billion in 2022 dollars. We escalated the official Measure M 2015 budget, which includes federal, state, county, and city funds.

Project Affordability Worsened by Major Flaw in Metro Capacity Analysis. Many won't remember, but when Metro began the Sepulveda Transit project in 2018, none of the routes went north to the Van Nuys MetroLink station in the Valley. Many routes stopped at the OrangeLine (GLine) at Oxnard St (Reference 17). Then at Metro's January 2019 public meetings, Metro explained that they made a serious mistake in their passenger capacity analysis. Now the project route had to be one to two miles longer than originally planned (Reference 16). Metro also didn't explain that the project's Measure M budget cannot increase, and that Metro's flawed analysis instantly made this critical project much less affordable.

Additional Metro Funding Will Be Hard to Get! There are many rumors about other available funding. Metro recently requested $10 billion from the California budget surplus for ten rapid transit projects. Sadly, the highest priority projects seem to be the West Santa Ana Transit Corridor and the Purple Line (D Line) Extension along Wilshire Blvd. We hear rumors that the Sepulveda Transit Corridor Project is far down on Metro's priority list. The Sepulveda Pass project might get an additional $0.5 billion from the state. Metro is also hoping for funds from the new federal Infrastructure Bill. However, the total funding available for rapid transit across all of California is only $9 billion. The Sepulveda Pass project might get $0.5 billion.

Sepulveda Pass Project Funding Might Be At Most $7.9 Billion with Luck! Metro might be able to get an extra $1 billion in funding for the Sepulveda Pass project, bringing the total budget to $7.9 billion.

Metro Purposely Suppressed Costs for the Six Alternatives at its Public Scoping Meetings. Metro provided cost estimates at their July 2019 public meetings (Reference 15). Metro's contractors provided further cost estimates in their 2019 proposals (References 5 and 6). The table shows Metro's cost estimates for the six alternatives inflated to 2022 dollars. Five alternatives exceed the currently available $6.9 billion budget. Four exceed the potentially available maximum $7.9 billion budget. Where's the extra funding coming from to build the unaffordable alternatives? Why is Metro wasting taxpayer dollars studying alternatives that they can't afford to build? It appears that Metro has abrogated its fiscal responsibility by continuing to study unaffordable concepts.

Currently Available Measure M Budget for Sepulveda Transit Corridor Project is $6.9 billion Budget with Potential Federal and CA Supplements Might Reach at Most $7.9 billion ($2022) Alternative Description Alternative 1 – Monorail on 405 (UCLA Electric Buses**) Alternative 2 – Monorail on 405 (UCLA People Mover**) Alternative 3 – Monorail on 405 and under UCLA Alternative 4 – Elevated Heavy Rail in Valley Alternative 5 – Heavy Rail Subway under Sepulveda Blvd Alternative 6 – Heavy Rail Subway under Van Nuys Blvd Cost* ($2022 billion) $6.9, $7.0, $8.9 $12.1 $15.9 $15.5 Affordability Affordable Almost Affordable Unaffordable Very Unaffordable Grossly Unaffordable Grossly Unaffordable * Costs escalated using US Bureau of Labor Statistics PPI Construction Index for Los Angeles County ** Added $15 million for UCLA electric buses and $100 million for UCLA automated people mover

Affordability Concerns Favor the Alternative 1 or 2 Monorails. These monorail alternatives simply have the best chance of being built with today's available funding. The Alternative 5 or 6 subways cost more than twice as much as Metro has available. They might be made technically acceptable but are still grossly unaffordable. Unless Metro can convince us that Alternatives 5 and 6 can be made affordable, SOHA cannot support them – although we really like the Alternative 6 route under Van Nuys Blvd.

Why Won't Metro Tell Us If a Public-Private Partnership Will Solve Metro's Affordability Crisis? Metro has stated that they may build the Locally Preferred Alternative using a public-private partnership (PPP). They imply that the PPP is more affordable. This is fantastic! If a PPP can turn an unaffordable alternative into an affordable one, Metro should be telling the world about it. But Metro never presented any information at all on their PPP approach at the public scoping meetings. SOHA asked Metro a question about using PPPs (Reference 1). Metro never responded. Has Metro dismissed PPPs?

Lack of Schedule Reasonableness Makes Many Alternatives Less Attractive. If an alternative takes too many years to build, it is less attractive. Metro has proven it cannot build anything on schedule and that makes it worse. Schedule delays increase costs. Alternatives with shorter, more reasonable schedules are more attractive. Schedule reasonableness must be a bottom-line criterion for supporting an alternative. This makes any alternative with tunneling less attractive because tunneling takes a long time.

SOHA has a history of challenging projects that damage our community and helping to fix, improve, or stop them. An example is the Deervale Park project which began as a huge housing development on a dangerously steep site. We got the city to purchase the site and make it a public park and wildlife preserve. Another example is the Sunkist project where SOHA worked with the developer's design team to improve the proposed building layout, parking plan, and public view of the existing structure. SOHA will take whatever actions are necessary and these can significantly delay project schedule.

Litigation is also a schedule consideration. Some organizations have already threatened litigation against certain of the Metro alternatives. While litigation might not stop an alternative from being built, it can certainly significantly delay construction – possibly a decade or more. Metro's irresponsibility and lack of cooperation with the public could easily result in lengthy litigation.

SOHA DETAILED INFORMATION AND POSITIONS FOR EACH ALTERNATIVE

ALTERNATIVE 1 – Monorail along 405 with Electric Bus Connection to UCLA Being designed by LA SkyRail Express (Metro contractor). Technical Acceptability Route – 15.3 miles along 405 but route is along 405 east shoulder in Valley. Only acceptable if route realigned above 405 median in Valley to minimize community impacts. Technology – Monorail train with six cars per train and automated operation. Train every two minutes during peak periods. Capacity – Highest peak capacity: 14,040 passengers per hour per direction (pphpd). Future potential up to 18,780 pphpd using eight cars per train. Noise – Rubber tires on concrete guideway for very low noise level. Stations – Eight aerial stations with four in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink. Ventura Blvd station location not known and could require eminent domain. UCLA Connection – 1.4-mile electric bus connection is lowest cost but probably least desirable for UCLA – but might be necessary for affordability. Financial Affordability Capital Cost – $6.9 billion in 2022 dollars (Reference 15). Affordable based on available Metro $6.9 billion budget. Financing – Public-private partnership could be more affordable, but Metro has provided no information. Schedule Reasonableness Schedule – Quickest schedule because no tunneling. Possibly buildable by 2033 or earlier.

ALTERNATIVE 2 – Monorail along 405 with Automated People Mover Connection to UCLA Being designed by LA SkyRail Express (Metro contractor). Technical Acceptability Route – 15.8

miles along 405 but route is along 405 east shoulder in Valley. Only acceptable if route realigned above 405 median in Valley to minimize community impacts. Technology, Capacity, Noise, and Stations – Same as Alternative 1. UCLA Connection – 1.0-mile UCLA automated people mover connection is higher cost and probably more desirable but may not be affordable. Financial Affordability Capital Cost – $7.0 billion in 2022 dollars (Reference 15). Almost affordable based on available Metro $6.9 billion budget. Financing – Public-private partnership could be more affordable, but Metro has provided no information. Schedule Reasonableness Schedule – Quickest schedule because no tunneling. Possibly buildable by 2033 or earlier.

ALTERNATIVE 3 – Monorail along 405 with Tunnel Under UCLA Being designed by LA SkyRail Express (Metro contractor). Technical Acceptability Route – 16.2 miles along 405 but route is along 405 east shoulder in Valley. Only acceptable if route realigned above 405 median in Valley to minimize community impacts. Current UCLA access route tunnels under Bel Air community. Only acceptable if underground route realigned away from community, for example, under or near 405 freeway right-of-way. Technology, Capacity, Noise, and Stations – Same as Alternative 1. UCLA Connection – 3.3-mile tunnel under Bel Air community to on-campus UCLA station. Most desirable but causes significant cost and schedule increases. May not be affordable. Financial Affordability Capital Cost – $8.9 billion in 2022 dollars (Reference 15). At least $2 billion more needed above available Metro $6.9 billion budget. Financing – Public-private partnership could be affordable, but Metro has provided no information. Schedule Reasonableness Schedule – Tunnel to UCLA adds at least two years to schedule.

ALTERNATIVE 4 – Heavy Rail Subway under Westside but Elevated above Sepulveda in Valley Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor). Technical Acceptability Route – 14.0 miles under Westside and Sepulveda Pass but elevated tracks in Valley. Completely unacceptable route. Technology – Heavy rail train with three cars per train and automated operation. Train every two and one-half minutes during peak periods. Capacity – Good peak capacity: 12,240 passengers per hour per direction. Future potential up to 16,320 pphpd using four cars per train. Noise – Steel wheels on steel tracks have extremely high noise level on elevated tracks in Valley and very detrimental to community. Stations – Eight stations with four aerial in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink. Financial Affordability Capital Cost – $12.1 billion in 2022 dollars (Reference 15). More than $5 billion more needed above available Metro $6.9 billion budget. Financing – Public-private partnership could be more affordable, but Metro has provided no information. Schedule Reasonableness Schedule – 9-mile tunnel adds at least four years to schedule.

ALTERNATIVE 5 – Heavy Rail Subway under Westside, Pass, and Sepulveda Blvd in Valley Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor). Technical Acceptability Route – 14.0 miles under Westside, Sepulveda Pass, and Sepulveda Blvd in Valley. Only acceptable if underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as under 405 freeway. Technology and Capacity – Same as Alternative 4. Noise – Steel wheels on steel tracks have high noise level but operate in tunnel. Stations – Eight stations with three underground in Valley, Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and one aerial at Van Nuys MetroLink. Financial Affordability Capital Cost – $15.9 billion in 2022 dollars (Reference 15). At least $9 billion more needed above available Metro $6.9 billion budget. Financing – Public-private partnership could be more affordable, but Metro has provided no information. Schedule Reasonableness Schedule – 14-mile tunnel adds at least five years to schedule.

ALTERNATIVE 6 – Heavy Rail Subway under Westside, Pass, and Van Nuys Blvd in Valley Being designed by HTA Partners (Metro Environmental contractor).

Technical Acceptability Route – 12.6 miles under Westside, Sepulveda Pass, and Van Nuys Blvd in

Valley. Only acceptable if underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as fully under Beverly Glen Blvd. Valley route under Van Nuys Blvd preferred because best aligns with commercial corridor and civic center along Van Nuys Blvd. Technology – Heavy rail train with six cars per train and non-automated operation (driver). Train every four minutes during peak periods. Different technology from Alternative 5 makes no sense. Only acceptable if train technology is same as Alternative 5 for apples-to-apples comparison. Capacity – Lowest peak capacity: 11,970 passengers per hour per direction. Noise – Steel wheels on steel tracks have high noise level but operate in tunnel. Stations – Seven stations with three underground in Valley – Ventura Blvd, Orange Line (civic center), and Van Nuys MetroLink. Financial Affordability Capital Cost – $15.3 billion in 2022 dollars (Reference 15). Almost $9 billion more needed above available Metro $6.9 billion budget. Financing – Public-private partnership could be more affordable, but Metro has provided no information. Schedule Reasonableness Schedule – 12.6-mile tunnel adds at least five years to schedule.

SOHA COMMENTS AND QUESTIONS SOHA Submits 24 Comments and Questions to Metro and Asks for Prompt Responses. Metro practices discourage responding to public comments. We only hope that Metro may awaken to see the value of interacting with the public. It's sensible to respond because Metro will get better comments and enhance positive rapport with communities. Hiding behind neanderthal practices does not make the project better.

Comments/Questions on Metro Environmental ProcessMetro has received a significant number of comments and questions on the project. Does Metro plan to respond to any or all comments and questions? If not, how does Metro justify not responding? Is Metro planning to maintain a scoping comments log on their website, as they used to do? If not, why not?

Metro's online description of their environmental process notes that they will keep the public informed of updates to alternatives during environmental studies. How will Metro do this? Will Metro accept public comments concerning changes? If not, why not? Will Metro add several interim public meetings to thoroughly explain the progress of the environmental studies? If not, why not?

Metro has collected many public comments during the environmental scoping period. How will Metro use these comments in developing the Draft Environmental Impact Report (DEIR)? How will these comments influence the Locally Preferred Alternative selection process?

The public is given a 45-day public hearing and comment period after Metro completes the Draft Environmental Impact Report (DEIR). Will Metro consider all DEIR comments before their selection of the Locally Preferred Alternative? If not, why not?

Comments/Questions on All Metro AlternativesMetro developed the routes for the six alternatives without real public consultation and simply forced them onto the public. How did Metro develop these routes? Why wasn't the public involved with development of the routes long before they were selected? Will Metro consider realigning the routes? If not, why not?

Many communities are concerned about noise impacts from elevated monorail or heavy rail trains. Rubber-tired monorails should operate very quietly but heavy rail trains operate at very high noise levels. What are the expected noise levels for monorail Alternatives 1, 2, and 3, and the elevated heavy rail train Alternative 4? Will Metro provide detailed noise signature data to the public for each alternative? If not, why not?

Metro chose to not present project budget or cost estimate information for each alternative at the public scoping meetings. What is the total actually available current project budget in 2022 dollars? What is the current cost estimate for each of the six alternatives in 2022 dollars?

Metro has chosen to study alternatives that are obviously grossly unaffordable. How does Metro justify their choice to do this? Why does Metro think this is a fiscally responsible thing to do? With only one or maybe two of the six alternatives appearing to be affordable within Metro's

currently available budget, significant supplemental funding is necessary to build the other alternatives. What additional sources of funding is Metro investigating to obtain this capital? What is the likelihood of securing each source? What is Metro's backup plan should no additional funding sources be available?
Metro is considering a public-private partnership (PPP) to construct and operate the selected Locally Preferred Alternative. Metro has provided zero information to the public about how a PPP would work and how it would change project funding. Does Metro plan a PPP for each of the six alternatives? If not, which alternatives will not use a PPP and why? Will a PPP make unaffordable alternatives affordable? What are the detailed specific PPP financial arrangements for each of the six alternatives? Sherman Oaks Homeowners Association 8 of 12 SOHA Positions and Comments on the Sepulveda Transit Corridor Project – January 27, 2022 11.
Metro presented no schedule information for the alternatives at the public scoping meetings. What are the current construction schedule estimates for each of the six alternatives?
Comments/Questions on Metro Alternative 1 – Monorail on 405 with Electric BusesThe monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and other issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route above the 405 median? If not, why not?
The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it?
Comments/Questions on Metro Alternative 2 – Monorail on 405 with Automated People MoverThe monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it
Comments/Questions on Metro Alternative 3 – Monorail on 405 and under UCLA The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it
An underground station on the UCLA campus requires tunneling from the 405 freeway. The current proposed route tunnels under the Bel Air community. Several organizations are very concerned about this. How and why was this route selected? What other route alignments are possible? Will Metro consider alternate routes that better protect local communities, such as tunneling under or near the 405 freeway right-of-way? If not, why not?
Comments/Questions on Metro Alternative 4 – Elevated Heavy Rail in Valley Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during

operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not? Metro is aware that Alternative 4's elevated tracks above Sepulveda Blvd in the Valley are despised by Valley communities. How does Metro justify the use of noisy elevated trains in residential neighborhoods? Why is Metro continuing to study this abominable and unaffordable alternative? Will Metro terminate studying this alternative? If not, why not? Sherman Oaks Homeowners Association 9 of 12 SOHA Positions and Comments on the Sepulveda Transit Corridor Project – January 27, 2022

Comments/Questions on Metro Alternative 5 – Heavy Rail Subway under Sepulveda Blvd in Valley

21. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not?

Comments/Questions on Metro Alternative 6 – Heavy Rail Subway under Van Nuys Blvd in Valley

Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from residential communities and fully align it under Beverly Glen Blvd where it will have minimal impacts? If not, why not?

Alternative 6 uses old-fashioned driver-operated heavy rail trains while Alternatives 4 and 5 use modern heavy rail trains with automated operation. Using two different train technologies for similar routes is just plain stupid. It will be impossible to fairly compare alternatives. It could also favor Alternative 5 over Alternative 6 for the wrong reasons, or vice versa. How does Metro justify their choice to use different technologies? Will Metro consider changing the Alternative 6 technology? How will Metro fairly compare the technologies during LPA selection?

Alternatives 1, 2, 3, 4, and 5 are being designed by the two Metro pre-development agreement (PDA) contractors – LA SkyRail Express for Alternatives 1, 2, and 3, and Sepulveda Transit Corridor Partners Bechtel for Alternatives 4 and 5. Alternative 6 is being designed by HTA Partners, Metro's environmental contractor. Why did Metro choose a different non-PDA contractor to design Alternative 6? Isn't Metro concerned that having their environmental contractor do both the design and environmental studies for this alternative creates at least a perceived conflict of interest, or worse? Does having a different design contractor put Alternative 6 at a disadvantage? If not, why not?

SOHA Truly Wants the Best Sepulveda Transit Project Possible. This can't happen if Metro continues to ignore us and the rest of the public. We reiterate our offer from the first page of this letter. Meet with Sherman Oaks community leaders to resolve our concerns. Not a "Meet & Greet" or public meeting, but a real working meeting between equals. We hope to hear from you. SOHA POSITIONS ON METRO SEPULVEDA TRANSIT CORRIDOR PROJECT ALTERNATIVES

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January 27, 2022

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Los Angeles County Metropolitan Transportation Authority
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Subject: **SOHA Positions and Comments on the Sepulveda Transit Corridor Project**

References: see page 10

The Sherman Oaks Homeowners Association submits our positions, comments, and questions on Metro's environmental process and the six Sepulveda Transit Corridor Project alternatives.

Metro is Running this Project Like a Fiscally and Morally Irresponsible Schoolyard Bully. The evidence is clear. It's time for our elected officials and the public to step up and stop this out-of-control bully from destroying our Sherman Oaks community and this project.

Metro – Meet with Sherman Oaks Community Leaders to Resolve our Concerns. Prove we're wrong! Not a "meet & greet" or public meeting. A working meeting between equals. We hope to hear from you.

Metro Public Scoping Meetings Were a Sham and Withheld Vital Information! Metro's scoping meetings provided trivial information about the project's six alternatives. No route details. Useless cartoon maps. No technical details. No tunneling impacts. No train noise information. No hints on station parking. No cost or affordability considerations. No schedules. No public-private partnership facts. The public cannot make meaningful comments based on trivial information. Trivial information ensures that public comments are trivial and ignorable. Metro is being unfair and irresponsible. Tragically, Metro's lack of information has also fostered the spread of misinformation. The public is uninformed and confused.

Metro Never Answers Questions! On December 6th, SOHA sent ten basic questions to Metro and asked for answers (Reference 1). Answers to help us and our members submit better informed comments. Metro did not have the professionalism or courtesy to respond. Why is Metro afraid to answer questions?

Metro's Environmental Review Process Is a Sham that Trivializes Public Input and Makes Back-Room Decisions! Metro stops accepting public comments on February 11th. They don't accept further public comments until the Draft Environmental Impact Report (DEIR) is complete in a couple of years. Metro promises to keep the public updated but there are no public meetings until the DEIR is complete. The public comments on the DEIR and then Metro selects the Locally Preferred Alternative (LPA) for construction. "Locally Preferred" makes it sound like the public was involved. They weren't.

SOHA Will Continue to Make Comments and Ask Tough Questions! We will not buy into this shameful process. SOHA will continue to submit comments and ask questions well after February 11th. We want Metro to schedule interim public meetings and inform the public how each alternative is evolving during environmental studies. We plan to hold our own public meetings to keep communities informed. We will encourage the public to submit comments. We expect Metro to respond clearly and truthfully.

SOHA Cannot Yet Support Any of Metro's Six Alternatives Because All Have Flaws! Some flaws are minor and fixable. Some are major and not fixable. SOHA studied every Metro document referenced in this letter (2,800+ pages) to learn what was going on because Metro has kept the public in the dark.

SOHA Adamantly OPPOSES Alternative 4 with Elevated Trains in the Valley! This alternative is subway under the Westside and Sepulveda Pass but elevated heavy rail trains above Sepulveda Blvd in the Valley. This is irresponsible. Why decimate the wellbeing of Valley residents and businesses by studying noisy elevated trains. It is an abomination that will destroy our community. Stop Alternative 4 now!

SOHA Has Positions on All Six Alternatives. Our positions are shown in the table. We based them on three criteria: technical acceptability, financial affordability, and schedule reasonableness. We cannot support any alternative that does not fulfill all three criteria. The world's greatest alternative cannot be acceptable if it is unaffordable and can't be built on a reasonable schedule.

SOHA POSITIONS ON METRO SEPULVEDA TRANSIT CORRIDOR PROJECT ALTERNATIVES
ALTERNATIVE 1 – Driverless Monorail along 405 with Electric Bus Connection to UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley
AFFORDABLE – Probably buildable with currently available Metro budget
SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 2 – Driverless Monorail along 405 with Automated People Mover Connection to UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median (versus east shoulder) in Valley
ALMOST AFFORDABLE – Almost buildable with currently available Metro budget
SHORTEST SCHEDULE – Quickest to build with no tunneling
ALTERNATIVE 3 – Driverless Monorail along 405 with Tunnel Under UCLA
ACCEPTABLE – ONLY IF route realigned to 405 median in Valley **AND IF** no tunneling under Bel Air
UNAFFORDABLE – At least $2 billion more than currently available Metro budget
LONGER SCHEDULE – Three-mile tunnel under UCLA adds at least two years
ALTERNATIVE 4 – Driverless Subway under Westside and Pass; Elevated above Sepulveda in Valley
UNACCEPTABLE – Ridiculous elevated heavy rail trains in Valley – **TERMINATE STUDYING THIS NOW!**
UNAFFORDABLE – At least $5 billion more than currently available Metro budget
LONGER SCHEDULE – Nine-mile tunnel under Westside/Sepulveda Pass adds at least four years
ALTERNATIVE 5 – Driverless Subway under Westside, Pass, and Sepulveda Blvd in Valley
ACCEPTABLE – ONLY IF route realigned under 405 freeway through Sepulveda Pass
UNAFFORDABLE – At least $9 billion more than currently available Metro budget
LONGEST SCHEDULE – Fourteen-mile tunnel adds at least five years
ALTERNATIVE 6 – Driver-Operated Subway under Westside, Pass, and Van Nuys Blvd in Valley
ACCEPTABLE – ONLY IF modern automated technology **AND IF** route better under Beverly Glen near Sunset
UNAFFORDABLE – Almost $9 billion more than currently available Metro budget
LONGEST SCHEDULE – Thirteen-mile tunnel adds at least five years

No Alternative Is Technically Acceptable Yet. Although the monorail and heavy rail technologies are fully viable, no alternative fulfills all basic requirements such as route alignment equity and minimal community impacts. All current alternatives need at least one flaw corrected to be technically acceptable, except Alternative 4 which can never be acceptable.

Alternative 1, 2, and 3 are flawed because their monorails run on the east shoulder of the 405 in the Valley. They must be relocated to the median to minimize community impacts. Alternative 5 is flawed because it tunnels under the Sherman Oaks and Bel Air communities with potentially serious impacts. The route must be relocated under the 405 freeway. Alternative 6 is flawed because it uses old-fashioned driver-operated heavy rail trains. It must use the same modern driverless trains as the other heavy rail alternatives. It's also being designed by the same contractor that will supposedly independently study its environmental impacts.

Alternative 4 with Elevated Trains in the Valley is an Abomination and Not Acceptable. This flawed alternative can never be technically acceptable. Stop wasting public money studying it. If Metro had responsibly listened to Valley communities, this alternative would have been terminated years ago. Stop it now!

Alternative 4 Is a Desperate Metro Ploy to Cut Costs and Still Get a Subway on the Westside. Alternative 4 causes massive and unnecessary eminent domain on Sepulveda Blvd south of Ventura Blvd. The Metro rendering shown was posted at the June 2019 public meetings, yet Metro stated they had not yet thought about eminent domain. Alternative 4 will destroy our Sherman Oaks community from Valley Vista Blvd to Oxnard St. Its only purpose is to lower cost enough to have subway on the Westside and under the Pass, even though the Valley get screwed with elevated trains. Metro's continued consideration of Alternative 4 illustrates their disdain for the Valley. The Valley currently has only two Metro heavy rail stations but almost 20 percent of LA County's population. None of this is fair!

Few Alternatives Are Financially Affordable Because Metro Lowballed Measure M Cost Estimates to Entice Voters. Measure M funds all Metro projects. Had it not passed in 2016, the Sepulveda Transit Project would not exist. Measure M did pass, but its cost estimates were woefully low – less than half what were really needed. Because Metro low-balled the estimates, only one or two of Metro's Sepulveda Pass alternatives are now affordable. This is a pretty stupid place to be at this point in such an important project.

Measure M Budget for Sepulveda Transit Corridor Project is about $6.9 Billion in 2022 dollars. We escalated the official Measure M 2015 budget, which includes federal, state, county, and city funds.

Project Affordability Worsened by Major Flaw in Metro Capacity Analysis. Many won't remember, but when Metro began the Sepulveda Transit project in 2018, none of the routes went north to the Van Nuys MetroLink station in the Valley. Many routes stopped at the Orange Line (G Line) at Oxnard St (Reference 17). Then at Metro's January 2019 public meetings, Metro explained that they made a serious mistake in their passenger capacity analysis. Now the project route had to be one to two miles longer than originally planned (Reference 16). Metro also didn't explain that the project's Measure M budget cannot increase, and that Metro's flawed analysis instantly made this critical project much less affordable.

Additional Metro Funding Will Be Hard to Get! There are many rumors about other available funding. Metro recently requested $10 billion from the California budget surplus for ten rapid transit projects. Sadly, the highest priority projects seem to be the West Santa Ana Transit Corridor and the Purple Line (D Line) Extension along Wilshire Blvd. We hear rumors that the Sepulveda Transit Corridor Project is far down on Metro's priority list. The Sepulveda Pass project might get an additional $0.5 billion from the state.

Metro is also hoping for funds from the new federal Infrastructure Bill. However, the total funding available for rapid transit across all of California is only $9 billion. The Sepulveda Pass project might get $0.5 billion.

Sepulveda Pass Project Funding Might Be At Most $7.9 Billion with Luck! Metro might be able to get an extra $1 billion in funding for the Sepulveda Pass project, bringing the total budget to $7.9 billion.

Metro Purposely Suppressed Costs for the Six Alternatives at its Public Scoping Meetings. Metro provided cost estimates at their July 2019 public meetings (Reference 15). Metro's contractors provided further cost estimates in their 2019 proposals (References 5 and 6). The table shows Metro's cost estimates for the six alternatives inflated to 2022 dollars. Five alternatives exceed the currently available $6.9 billion budget. Four exceed the potentially available maximum $7.9 billion budget. Where's the extra funding coming from to build the unaffordable alternatives? Why is Metro wasting taxpayer dollars studying alternatives that they can't afford to build? It appears that Metro has abrogated its fiscal responsibility by continuing to study unaffordable concepts.

Currently Available Measure M Budget for Sepulveda Transit Corridor Project is $6.9 billion Budget with Potential Federal and CA Supplements Might Reach at Most $7.9 billion ($2022)		
Alternative Description	**Cost* ($2022 billion)**	**Affordability**
Alternative 1 – Monorail on 405 (UCLA Electric Buses**)	$6.9	Affordable
Alternative 2 – Monorail on 405 (UCLA People Mover**)	$7.0	Almost Affordable
Alternative 3 – Monorail on 405 and under UCLA	$8.9	Unaffordable
Alternative 4 – Elevated Heavy Rail in Valley	$12.1	Very Unaffordable
Alternative 5 – Heavy Rail Subway under Sepulveda Blvd	$15.9	Grossly Unaffordable
Alternative 6 – Heavy Rail Subway under Van Nuys Blvd	$15.5	Grossly Unaffordable

* Costs escalated using US Bureau of Labor Statistics PPI Construction Index for Los Angeles County
** Added $15 million for UCLA electric buses and $100 million for UCLA automated people mover

Affordability Concerns Favor the Alternative 1 or 2 Monorails. These monorail alternatives simply have the best chance of being built with today's available funding. The Alternative 5 or 6 subways cost more than twice as much as Metro has available. They might be made technically acceptable but are still grossly unaffordable. Unless Metro can convince us that Alternatives 5 and 6 can be made affordable, SOHA cannot support them – although we really like the Alternative 6 route under Van Nuys Blvd.

Why Won't Metro Tell Us If a Public-Private Partnership Will Solve Metro's Affordability Crisis? Metro has stated that they may build the Locally Preferred Alternative using a public-private partnership (PPP). They imply that the PPP is more affordable. This is fantastic! If a PPP can turn an unaffordable alternative into an affordable one, Metro should be telling the world about it. But Metro never presented any information at all on their PPP approach at the public scoping meetings. SOHA asked Metro a question about using PPPs (Reference 1). Metro never responded. Has Metro dismissed PPPs?

Lack of Schedule Reasonableness Makes Many Alternatives Less Attractive. If an alternative takes too many years to build, it is less attractive. Metro has proven it cannot build anything on schedule and that makes it worse. Schedule delays increase costs. Alternatives with shorter, more reasonable schedules are more attractive. Schedule reasonableness must be a bottom-line criterion for supporting an alternative. This makes any alternative with tunneling less attractive because tunneling takes a long time.

SOHA has a history of challenging projects that damage our community and helping to fix, improve, or stop them. An example is the Deervale Park project which began as a huge housing development on a dangerously steep site. We got the city to purchase the site and make it a public park and wildlife preserve. Another example is the Sunkist project where SOHA worked with the developer's design team to improve the proposed building layout, parking plan, and public view of the existing structure. SOHA will take whatever actions are necessary and these can significantly delay project schedule.

Litigation is also a schedule consideration. Some organizations have already threatened litigation against certain of the Metro alternatives. While litigation might not stop an alternative from being built, it can certainly significantly delay construction – possibly a decade or more. Metro's irresponsibility and lack of cooperation with the public could easily result in lengthy litigation.

SOHA DETAILED INFORMATION AND POSITIONS FOR EACH ALTERNATIVE

ALTERNATIVE 1 – Monorail along 405 with Electric Bus Connection to UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 15.3 miles along 405 but route is along 405 east shoulder in Valley. **Only acceptable if** route realigned above 405 median in Valley to minimize community impacts.

Technology – Monorail train with six cars per train and automated operation. Train every two minutes during peak periods.

Capacity – Highest peak capacity: 14,040 passengers per hour per direction (pphpd). Future potential up to 18,780 pphpd using eight cars per train.

Noise – Rubber tires on concrete guideway for very low noise level.

Stations – Eight aerial stations with four in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink. Ventura Blvd station location not known and could require eminent domain.

UCLA Connection – 1.4-mile electric bus connection is lowest cost but probably least desirable for UCLA – but might be **necessary for affordability**.

Financial Affordability

Capital Cost – $6.9 billion in 2022 dollars (Reference 15). **Affordable** based on available Metro $6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Quickest schedule because no tunneling. **Possibly buildable by 2033** or earlier.

ALTERNATIVE 2 – Monorail along 405 with Automated People Mover Connection to UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 15.8 miles along 405 but route is along 405 east shoulder in Valley. **Only acceptable if** route realigned above 405 median in Valley to minimize community impacts.

Technology, Capacity, Noise, and Stations – Same as Alternative 1.

UCLA Connection – 1.0-mile UCLA automated people mover connection is higher cost and probably more desirable but **may not be affordable**.

Financial Affordability

Capital Cost – $7.0 billion in 2022 dollars (Reference 15). **Almost affordable** based on available Metro $6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Quickest schedule because no tunneling. **Possibly buildable by 2033** or earlier.

ALTERNATIVE 3 – Monorail along 405 with Tunnel Under UCLA

Being designed by LA SkyRail Express (Metro contractor).

Technical Acceptability

Route – 16.2 miles along 405 but route is along 405 east shoulder in Valley. **Only acceptable if** route realigned above 405 median in Valley to minimize community impacts. Current UCLA access route tunnels under Bel Air community. **Only acceptable if** underground route realigned away from community, for example, under or near 405 freeway right-of-way.

Technology, Capacity, Noise, and Stations – Same as Alternative 1.

UCLA Connection – 3.3-mile tunnel under Bel Air community to on-campus UCLA station. Most desirable but causes significant cost and schedule increases. **May not be affordable.**

Financial Affordability

Capital Cost – $8.9 billion in 2022 dollars (Reference 15). **At least $2 billion more needed** above available Metro $6.9 billion budget.

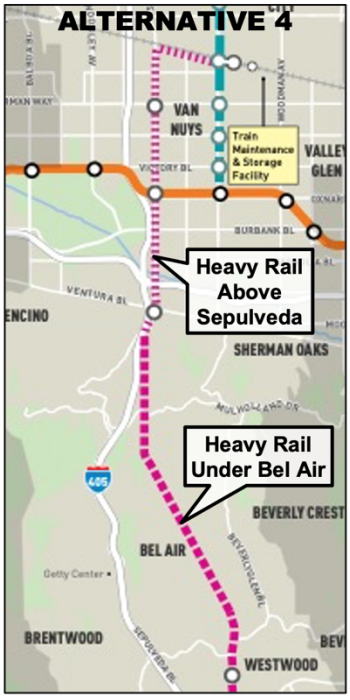
Financing – Public-private partnership could be affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – Tunnel to UCLA **adds at least two years to schedule**.

ALTERNATIVE 4 – Heavy Rail Subway under Westside but Elevated above Sepulveda in Valley

Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor).



Technical Acceptability

Route – 14.0 miles under Westside and Sepulveda Pass but elevated tracks in Valley. **Completely unacceptable route**.

Technology – Heavy rail train with three cars per train and automated operation. Train every two and one-half minutes during peak periods.

Capacity – Good peak capacity: 12,240 passengers per hour per direction. Future potential up to 16,320 pphpd using four cars per train.

Noise – Steel wheels on steel tracks have **extremely high noise level** on elevated tracks in Valley and very detrimental to community.

Stations – Eight stations with four aerial in Valley – Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and Van Nuys MetroLink.

Financial Affordability

Capital Cost – $12.1 billion in 2022 dollars (Reference 15). **More than $5 billion more needed** above available Metro $6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 9-mile tunnel **adds at least four years to schedule**.

ALTERNATIVE 5 – Heavy Rail Subway under Westside, Pass, and Sepulveda Blvd in Valley
Being designed by Sepulveda Transit Corridor Partners Bechtel (Metro contractor).

Technical Acceptability

Route – 14.0 miles under Westside, Sepulveda Pass, and Sepulveda Blvd in Valley. **Only acceptable if** underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as under 405 freeway.

Technology and Capacity – Same as Alternative 4.

Noise – Steel wheels on steel tracks have high noise level but operate in tunnel.

Stations – Eight stations with three underground in Valley, Ventura Blvd, Orange Line (Oxnard St), Sherman Way, and one aerial at Van Nuys MetroLink.

Financial Affordability

Capital Cost – $15.9 billion in 2022 dollars (Reference 15). **At least $9 billion more needed** above available Metro $6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 14-mile tunnel **adds at least five years to schedule**.

ALTERNATIVE 6 – Heavy Rail Subway under Westside, Pass, and Van Nuys Blvd in Valley
Being designed by HTA Partners (Metro Environmental contractor).

Technical Acceptability

Route – 12.6 miles under Westside, Sepulveda Pass, and Van Nuys Blvd in Valley. **Only acceptable if** underground route in Pass is realigned away from Sherman Oaks and Bel Air communities, such as fully under Beverly Glen Blvd. **Valley route under Van Nuys Blvd preferred** because best aligns with commercial corridor and civic center along Van Nuys Blvd.

Technology – Heavy rail train with six cars per train and non-automated operation (driver). Train every four minutes during peak periods. Different technology from Alternative 5 makes no sense. **Only acceptable if** train technology is same as Alternative 5 for apples-to-apples comparison.

Capacity – Lowest peak capacity: 11,970 passengers per hour per direction.

Noise – Steel wheels on steel tracks have high noise level but operate in tunnel.

Stations – Seven stations with three underground in Valley – Ventura Blvd, Orange Line (civic center), and Van Nuys MetroLink.

Financial Affordability

Capital Cost – $15.3 billion in 2022 dollars (Reference 15). **Almost $9 billion more needed** above available Metro $6.9 billion budget.

Financing – Public-private partnership could be more affordable, but Metro has provided no information.

Schedule Reasonableness

Schedule – 12.6-mile tunnel **adds at least five years to schedule**.

SOHA COMMENTS AND QUESTIONS

SOHA Submits 24 Comments and Questions to Metro and Asks for Prompt Responses. Metro practices discourage responding to public comments. We only hope that Metro may awaken to see the value of interacting with the public. It's sensible to respond because Metro will get better comments and enhance positive rapport with communities. Hiding behind neanderthal practices does not make the project better.

Comments/Questions on Metro Environmental Process

1. Metro has received a significant number of comments and questions on the project. Does Metro plan to respond to any or all comments and questions? If not, how does Metro justify not responding? Is Metro planning to maintain a scoping comments log on their website, as they used to do? If not, why not?
2. Metro's online description of their environmental process notes that they will keep the public informed of updates to alternatives during environmental studies. How will Metro do this? Will Metro accept public comments concerning changes? If not, why not? Will Metro add several interim public meetings to thoroughly explain the progress of the environmental studies? If not, why not?
3. Metro has collected many public comments during the environmental scoping period. How will Metro use these comments in developing the Draft Environmental Impact Report (DEIR)? How will these comments influence the Locally Preferred Alternative selection process?
4. The public is given a 45-day public hearing and comment period after Metro completes the Draft Environmental Impact Report (DEIR). Will Metro consider all DEIR comments before their selection of the Locally Preferred Alternative? If not, why not?

Comments/Questions on All Metro Alternatives

5. Metro developed the routes for the six alternatives without real public consultation and simply forced them onto the public. How did Metro develop these routes? Why wasn't the public involved with development of the routes long before they were selected? Will Metro consider realigning the routes? If not, why not?
6. Many communities are concerned about noise impacts from elevated monorail or heavy rail trains. Rubber-tired monorails should operate very quietly but heavy rail trains operate at very high noise levels. What are the expected noise levels for monorail Alternatives 1, 2, and 3, and the elevated heavy rail train Alternative 4? Will Metro provide detailed noise signature data to the public for each alternative? If not, why not?
7. Metro chose to not present project budget or cost estimate information for each alternative at the public scoping meetings. What is the total actually available current project budget in 2022 dollars? What is the current cost estimate for each of the six alternatives in 2022 dollars?
8. Metro has chosen to study alternatives that are obviously grossly unaffordable. How does Metro justify their choice to do this? Why does Metro think this is a fiscally responsible thing to do?
9. With only one or maybe two of the six alternatives appearing to be affordable within Metro's currently available budget, significant supplemental funding is necessary to build the other alternatives. What additional sources of funding is Metro investigating to obtain this capital? What is the likelihood of securing each source? What is Metro's backup plan should no additional funding sources be available?
10. Metro is considering a public-private partnership (PPP) to construct and operate the selected Locally Preferred Alternative. Metro has provided zero information to the public about how a PPP would work and how it would change project funding. Does Metro plan a PPP for each of the six alternatives? If not, which alternatives will not use a PPP and why? Will a PPP make unaffordable alternatives affordable? What are the detailed specific PPP financial arrangements for each of the six alternatives?

11. Metro presented no schedule information for the alternatives at the public scoping meetings. What are the current construction schedule estimates for each of the six alternatives?

Comments/Questions on Metro Alternative 1 – Monorail on 405 with Electric Buses

12. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and other issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route above the 405 median? If not, why not?
13. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it?

Comments/Questions on Metro Alternative 2 – Monorail on 405 with Automated People Mover

14. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
15. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it

Comments/Questions on Metro Alternative 3 – Monorail on 405 and under UCLA

16. The monorail route in the Valley north of the 101 freeway is on the east shoulder of the 405 freeway. This creates significant visibility and noise issues for nearby communities and is not acceptable. Will Metro consider studying and relocating the route to above the 405 median? If not, why not?
17. The Sepulveda Blvd-Ventura Blvd monorail station location has not been specified. This is a crowded residential and business area that may require significant eminent domain to construct a station. We are concerned that many homes, condos, apartments, and/or business could be lost. What is the planned location of the Sepulveda-Ventura station? What eminent domain would be required to construct it
18. An underground station on the UCLA campus requires tunneling from the 405 freeway. The current proposed route tunnels under the Bel Air community. Several organizations are very concerned about this. How and why was this route selected? What other route alignments are possible? Will Metro consider alternate routes that better protect local communities, such as tunneling under or near the 405 freeway right-of-way? If not, why not?

Comments/Questions on Metro Alternative 4 – Elevated Heavy Rail in Valley

19. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not?
20. Metro is aware that Alternative 4's elevated tracks above Sepulveda Blvd in the Valley are despised by Valley communities. How does Metro justify the use of noisy elevated trains in residential neighborhoods? Why is Metro continuing to study this abominable and unaffordable alternative? Will Metro terminate studying this alternative? If not, why not?

Comments/Questions on Metro Alternative 5 – Heavy Rail Subway under Sepulveda Blvd in Valley

21. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from communities, such as under the 405 freeway where it will have minimal impacts? If not, why not?

Comments/Questions on Metro Alternative 6 – Heavy Rail Subway under Van Nuys Blvd in Valley

22. Metro's proposed subway route tunnels under the Sherman Oaks and Bel Air communities. Many are concerned about the impacts and dangers of tunneling. Many are concerned about noise and vibration during operation. How and why did Metro select this specific route? Did Metro evaluate potential impacts of tunneling under residential communities? Will Metro consider relocating the tunnel away from residential communities and fully align it under Beverly Glen Blvd where it will have minimal impacts? If not, why not?
23. Alternative 6 uses old-fashioned driver-operated heavy rail trains while Alternatives 4 and 5 use modern heavy rail trains with automated operation. Using two different train technologies for similar routes is just plain stupid. It will be impossible to fairly compare alternatives. It could also favor Alternative 5 over Alternative 6 for the wrong reasons, or vice versa. How does Metro justify their choice to use different technologies? Will Metro consider changing the Alternative 6 technology? How will Metro fairly compare the technologies during LPA selection?
24. Alternatives 1, 2, 3, 4, and 5 are being designed by the two Metro pre-development agreement (PDA) contractors – LA SkyRail Express for Alternatives 1, 2, and 3, and Sepulveda Transit Corridor Partners Bechtel for Alternatives 4 and 5. Alternative 6 is being designed by HTA Partners, Metro's environmental contractor. Why did Metro choose a different non-PDA contractor to design Alternative 6? Isn't Metro concerned that having their environmental contractor do both the design and environmental studies for this alternative creates at least a perceived conflict of interest, or worse? Does having a different design contractor put Alternative 6 at a disadvantage? If not, why not?

SOHA Truly Wants the Best Sepulveda Transit Project Possible. This can't happen if Metro continues to ignore us and the rest of the public. We reiterate our offer from the first page of this letter. Meet with Sherman Oaks community leaders to resolve our concerns. Not a "Meet & Greet" or public meeting, but a real working meeting between equals. We hope to hear from you.

Thank you. Please contact me at BobHillsideOrdinance@gmail.com or (213) 364-7470

Respectfully,

Bob Anderson
Board Member and Chair, Transportation Committee
Sherman Oaks Homeowners Association

References:

1. SOHA Letter to Metro, *SOHA Critical Questions on the Sepulveda Transit Corridor Project*, December 6, 2021
2. Metro Sepulveda Transit Corridor Project, *Notice of Preparation of a Draft Environmental Impact Report*, November 2021

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8. HTA Partners, *Sepulveda Transit Corridor Project Environmental Review and Conceptual Engineering Proposal, Volumes IA & IB*, January 2020
9. Metro Sepulveda Transit Corridor Project, *Final Feasibility Report*, November 2019
10. Metro Sepulveda Transit Corridor Project, *Request for Proposal No. PS66773*, October 2019
11. Metro Sepulveda Transit Corridor Project, *Initial Screening Report*, October 2019
12. Metro Sepulveda Transit Corridor Project, *Public Comments Log*, September 2019
13. Metro Sepulveda Transit Corridor Project, *Organizational Stakeholder Letters Log*, September 2019
14. Metro Sepulveda Transit Corridor Project, *Conceptual Alternatives Report*, September 2019
15. Metro Sepulveda Transit Corridor Project, *Public Meeting Presentation Charts*, July 2019
16. Metro Sepulveda Transit Corridor Project, *Public Meeting Presentation Charts*, January 2019
17. Metro Sepulveda Transit Corridor Project, *Public Meeting Presentation Charts*, June 2018
18. Metro, *Environmental Review Fact Sheet*, 2019

cc: Stephanie Wiggins (Metro CEO), Dave Mieger (Metro Senior Executive Officer for Planning and Development), Joshua Schank (Metro Chief Innovation Officer), Peter Carter (Metro Sepulveda Transit Corridor Project Manager), Jody Litvak (Metro Director Local Government and External Affairs), Honorable Pete Buttigieg (US Secretary of Transportation), Honorable Elissa Konove (California Secretary of Transportation, acting), Supervisor Hilda Solis (1st District and Metro Board Chair), Mayor Ara Najarian (Mayor, City of Glendale and Metro Board 1st Vice Chair), Jacquelyn Dupont Walker (Metro Board member), Supervisor Kathryn Barger (5th District and Metro Board member), Dave Perry (5th District Transportation Deputy), Councilmember Mike Bonin (CD11 and Metro Board member), Mayor James Butts (Mayor, City of Inglewood and Metro Board member), Councilmember Fernando Dutra (Whittier 4th District and Metro Board member), Mayor Eric Garcetti (LA Mayor, and Metro Board member), Doug Mensman (Mayor's Transportation Director), Supervisor Janice Hahn (4th District and Metro Board member), Councilmember Paul Krekorian (CD2 and Metro Board member), Karo Torossian (CD2 Chief of Staff), Sahag Yedalian (CD2 Transportation Deputy), Supervisor Sheila Kuehl (3rd District and Metro Board member), Madeleine Moore (3rd District Transportation Deputy), Supervisor Holly Mitchell (2nd District and Metro Board member), Mayor Tim Sandoval (Pomona Mayor and Metro Board member), Tony Tavares (CalTrans 7th District Director and non-voting Metro Board member), Councilmember Nithya Raman (CD4), Andrea Conant (CD4 Chief of Staff), Mehmet Berker (CD4 Transportation Deputy), Alex Naseef (CD4 Sherman Oaks Field Manager), Councilmember Paul Koretz (CD5), Joan Pelico (CD5 Chief of Staff), Jay Greenstein (CD5 Transportation Deputy), Council President Nury Martinez (CD6), Ackley Padilla (CD6 Chief of Staff), Councilmember Bob Blumenfield (CD3), Lisa Hansen (CD3 Chief of Staff), Councilmember Kevin de León (CD14 and LA Mayoral candidate), Jennifer Barraza (CD14 Chief of Staff), Councilmember Joe Buscaino (CD15 and LA Mayoral candidate), Jenny Chavez (CD15 Chief of Staff), City Attorney Mike Feuer (LA City Attorney and LA Mayoral candidate), Senator Bob Hertzberg (18th District and LA County 3rd Supervisorial District candidate), Barri Worth-Girvan (18th District Deputy Chief of Staff), Steve Fukushima (18th District Representative), Senator Henry Stern

(27th District and LA County 3rd Supervisorial District candidate), Jeremy Wolf (27th District Director), Assemblymember Adrin Nazarian (46th District and 44th Assembly District candidate), Emma Taylor (46th District Director), Ryan Ahari (46th District Field Representative), Assemblymember Laura Friedman (47th District and 44th Assembly District candidate), Sarojini Lall (47th District Director), Congressmember Brad Sherman (30th District), John Alford (30th District Director), Congresswoman Karen Bass (37th Congressional District and LA Mayoral candidate), Peter Muller (Senator Diane Feinstein Deputy State Director), Lauren Gallant (Senator Alex Padilla Los Angeles Field Director), Jessica Lall (LA Mayoral candidate), Rick Caruso (LA Mayoral candidate, potential), Mayor Lindsey Horvath (West Hollywood Mayor and 3rd Supervisorial District candidate), Katy Yaroslavsky (CD5 candidate), Sam Yebri (CD5 candidate), Michael Hoghooghi (LA SkyRail Express), David Blaisdell (Sepulveda Transit Corridor Partners Bechtel), Kevin Crummy (Chief Investment Officer, Douglas Emmett Management), David Tedesco (Senior Principle, IMT Capital LLC), Zev Yaroslavsky (Director UCLA Los Angeles Initiative), Jeffrey Hartsough (President, Sherman Oaks NC), Jeff Kalban (Sherman Oaks NC), Lindsey Imber (Sherman Oaks NC), Avo Babian (Sherman Oaks NC), Jill Banks Barad (President, Valley Alliance of Neighborhood Councils), Leslie Elkan (Village at Sherman Oaks BID), Vickie Bourdas (Sherman Oaks Chamber of Commerce), Tammy Scher (Sherman Oaks Chamber of Commerce), Marian Jocz (Executive Director, San Fernando Valley United Chambers of Commerce), Ann O'Connor (POSO, Part of Sherman Oaks), Eliot Cohen (President, Homeowners of Encino), Rob Glushon (President, Encino Property Owners Association), Travis Longcore (Bel Air Beverly Crest NC), Irene Sandler (Bel Air Beverly Crest NC), Catherine Palmer (Bel Air Beverly Crest NC), Jamie Meyer (President, Bel Air Association), Shawn Bayliss (Executive Director, Bel Air Association), Leslie Weisberg (Bel Air Association), Bibi Horacek (Bel Air Association), Fred Rosen (Bel Air), Sepulveda Transit Corridor for All Coalition (STC4All), Denny Zane (Executive Director Move LA), Susan Shelley (Valley VOTE), Stuart Waldman (Valley Industry and Commerce Association, VICA), Nicole Kuklok-Waldman Esq., Robert Silverstein Esq., Ryan Carter (LA Daily News), Laura Nelson (LA Times), Linda Abrams (CityWatch LA), Jack Humphreville (CityWatch LA), Marci Marks (Encino - Sherman Oaks - Studio City News), Ana Figueroa (Beverly Hills Courier), Concerned Community Residents and Businesses

February 4, 2022

Subject: VICA SUPPORTS Alternatives 3, 5 & 6 of the Sepulveda Transit Corridor

Dear Metro Board Member,

The Valley Industry and Commerce Association (VICA) has been a long-standing supporter of the Sepulveda Transit Corridor, and after considering all 6 options, we are in strong support of alternatives 3, 5, and 6.

VICA is proud to represent over 350 businesses and every community within the San Fernando Valley region, and we are strong advocates for transportation projects that improve the Valley's connectivity with the rest of the Los Angeles region. We believe that the Sepulveda Transit Corridor will provide high-quality transit options that effectively service the growing travel demand between the housing and major employment sectors of the San Fernando Valley and Westside.

Specifically, VICA has chosen to support alignments 3, 5, and 6. One critical reason for this support is because of these options' inclusion of an on-campus station at UCLA. Direct access to the campus is critical to the university, the 2028 Olympics, and the financial viability of the corridor's operations. VICA would also like to clarify that while we are members of a coalition to support all options with a connection to UCLA, we are only in support of options 3, 5, and 6, as alternative 4 has unresolved equity issues between the Westside and the Valley.

Overall, for a transit system to be a competitive travel option that attracts new ridership, it needs to increase speed, frequency, capacity, and reliability, while providing convenient connections to existing and planned transit lines. VICA believes that options 3, 5, and 6 do just that, and we ask for your support of these Sepulveda Transit Corridor alignments.

Sincerely,

Victor Berrellez
VICA Chair

Stuart Waldman
VICA President

Valley Industry & Commerce Association • 16600 Sherman Way, Suite 170 Van Nuys, CA 91406
phone: 818.817.0545 • fax: 818.907.7934 • www.vica.com

Anonymous Anonymous

Please find attached a letter from the Bel Air-Beverly Crest Neighborhood Council regarding the Notice of Preparation for an Environmental Impact Report on the Sepulveda Transit Corridor Project.

Bel Air Beverly Crest
NEIGHBORHOOD COUNCIL
Building a Better Community

February 2, 2022

VIA EMAIL (sepulvedatransit@metro.net)

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

Re: Sepulveda Transit Corridor Project

Dear Mr. Carter:

The Bel Air Beverly Crest Neighborhood Council serves a large, multi-community, open space, wildlife corridor area in the Santa Monica Mountains. The Council is advisory to the City of Los Angeles on issues that affect our territory. Its western border is the Sepulveda Scenic Corridor/I-405 Freeway. Its eastern border is Laurel Canyon. Its northern border is Mulholland Drive. Its southern border is Sunset Blvd. Significant segments of the proposed project routes will definitely be located within our borders. We offer these comments as a courtesy, representing the views of our Board of Directors. This letter should not, however, be interpreted as representing the position of the City of Los Angeles as a whole or a communication from the City, which is represented by the Mayor in intergovernmental relations.

The Metro Sepulveda Transit Corridor Project ("Project") area includes important canyon routes between the valley and West Los Angeles. Benedict Canyon, Beverly Glen (a secondary highway), Stone Canyon, Roscomare Road (a canyon collector street), Bellagio Road leading to Sunset Boulevard, and Sepulveda Boulevard (a secondary highway). The I-405 Freeway leads to and from WLA to the San Fernando Valley.

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Bel-Air Crest Master Association
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Holmby Hills Homeowners Association
Laurel Canyon Association
Residents of Beverly Glen

RESIDENTIAL DISTRICTS
Bel Air District
Bel Air Glen District
Franklin-Coldwater District
North of Sunset District
NON-RESIDENTIAL REPRESENTATION
At-Large Members
Commercial or Office Enterprise Districts
Custodians of Open Space
Faith-Based Institutions
Public Schools & Private Schools

BABCNC concurs that the Environmental Impact Report (EIR) should address all of the topic areas listed in Appendix G of the CEQA Guidelines, as described in the Notice of Preparation (NOP). We offer additional comments on several topic areas and propose additional alternatives that should be included in the analysis.

Study Area

The Study Area defined for the project is too small. Impacts to any canyon road in terms of traffic (e.g., during construction) have spillover effects that extend several canyons over because of the few north-south routes through the hills. The study area should be extended eastward to at least include through Franklin Canyon.

Wildfire

The BABCNC territory is within a Very High Fire Hazard Severity Zone as designated by Cal Fire. Several significant fires have swept through this area and burned tree canopies, homes, and wildlife. We take this threat with all seriousness. As part of the description of the project area and baseline conditions, please investigate all arson, electric, and spontaneous fires, especially those within the proposed project footprint within the last 5 years. You may not find all of the car fires, but the residents can testify that they happened. Fire Department records may or may not have been retained, and smaller incidents may not be documented. You have only to examine both the east and west sides of Sepulveda to find the answers related to the two larger fires. Fires have been started by faulty electrical wires, the homeless, including cooking fires and pyromaniacs. Cars fires/accidents on the freeway or on both sides of Sepulveda can cause a gas tank to explode, spewing gasoline onto hillsides and burning the hillsides in Bel Air. A full understanding of the historical and current fire risk must be included in the wildlife risk analysis, and special attention paid to any additional risk from Project construction and ongoing operations from all alternatives. We have been told by LA Fire Department officials that a wind-driven fire beginning in the Kirkwood Bowl area could reach our western border within 15–30 minutes. Burning embers from our tall non-native trees, such as pines, eucalyptus, and palm trees can fly great distances in a windstorm. Given our dense residential areas within our canyons, what escape routes are available for passengers on trains, in tunnels, or on aerial monorails? What escape routes are available to fire evacuees, who would have to leave their Bel Air Beverly Crest communities both during and after construction?

Geotechnical, Subsurface, and Seismic Hazards

We request that Metro investigate all earthquake fault lines in the Project area, such as the fault along Mulholland Dr. from approximately Benedict Canyon and west to the I-405. We have had

two recent earthquakes along that fault. We have been told by USGS that earthquake faults cannot be remediated and can reach 3 miles deep.

On several mountainsides, there has been earth slippage. A chunk of the Mulholland roadway east of Coldwater Canyon (part of the BABCNC territory) literally broke off and fell into the canyon below. The analysis should map all current and historical landslide areas and assess the impacts of construction and operation of all alternatives on them.

Our residents report that there are many springs and aquifers in the project area. Some, but not all of these have been mapped. A thorough investigation, starting with existing data (Dark et al. 2011, Liu et al. 2011) and including field inspections should be made of springs and near-surface aquifers. To assist this effort, we compiled the following examples.

1. A large, intermittent spring exists at the top of Beverly Glen and Mulholland Drive.
2. Another major spring feeds a stream on the west side of Stone Canyon Road.
3. As homes have been developed in the hills, springs and/or surficial aquifers have invaded foundations. Some basements had to be rebuilt.
4. Milken School is across the Mulholland Bridge on Mulholland Drive. The gym had to be rebuilt 3 times because water from springs undermined the gym floor.

Fully describing the underground waters is essential to a complete impact analysis because of the potential adverse impacts of dewatering any tunnels and access shafts. Such adverse impacts would include potential geotechnical hazards, subsidence, and loss of biological function of surface ecosystems dependent on streams or surface aquifers.

How will dewatering of subsurface tunnels affect subsidence and where? How much water will be pumped out of tunnels and how will it be disposed of? How long will such dewatering take place (during construction, indefinitely)? Will clean, fresh water pumped from tunnels simply be discharged into the stormdrain system and wasted by discharging it into the ocean? Can the project design include reuse of any water pumped from tunnels to replenish existing aquifers to ensure continued ecological function of streams and riparian zones dependent on near-surface water? Where will any dewatering pumps be located and what route will any removed water take? How will dewatering affect wildlife? What do studies show about springs draining into tunnels? How will wildlife fare if traditional sources of water are no longer available on the surface?

We are certain that the Lower Stone Canyon reservoir area is prone to liquefaction, based upon insurance policies issued to homeowners in the area. Some Sepulveda Canyon homes are marked on maps as liquefaction locations. Stone Canyon Road is on a flood plain. The Stone Canyon reservoir is not lined and is supported by an earthen dam. A second such dam was built elsewhere by the same man: William Mulholland. That dam failed/ collapsed years ago. The EIR should consider the relationship between project elements and liquefaction risk, and the impacts

on any tunnel that may be close to a liquefaction zone in if an event occurs. Please confirm and identify the entirety of the liquefaction areas within our boundaries in the EIR.

Given the fate of the other Mulholland designed dam, how will tunneling affect the stability of the Stone Canyon Reservoir Dam? Will tunneling below and or around the reservoir and/or Stone Canon Creek/Stone Canyon Road destabilize the area?

Residents have concerns about the number of tunnels. The geotechnical analysis should evaluate the differential effects of one or two tunnels on stability, noise, and vibration.

Noise and Vibration

Community residents are concerns about noise and vibration, both from underground and aboveground project elements. The noise analysis should include three-dimensional analysis of noise propagation from the project elements, including rail segments, tunnel vents, maintenance yards, stations, and other project elements. Such analysis should be done using software capable of mapping the influence of buildings and topography on noise propagation and not using generic assumptions about the fall-off of noise with distance. Those who live in the hillsides know that topography can exacerbate and concentrate noise and any analytical approach must be done using a fully three-dimensional noise propagation model. Differential propagation during different weather conditions should also be considered. Noise from the I-405 expansion can now be heard by stakeholders more than 1 mile from the freeway. The noise analysis therefore needs to be extended beyond 1 mile from any sources.

Effects of noise on wildlife should be considered, and such analysis must consider the frequencies of sound to which other species are sensitive and not based on human auditory sensitivity. What significant sounds/noise emit from vents, fans, electrical charging facilities, and any other ancillary equipment necessary for any proposed mode of transportation? What remedies would the team recommend, such as sound walls, to reduce noise in our neighborhoods and mountainsides?

Characterization of sound from the monorail alternatives are of interest, as are the sounds that might be emitted from any tunnel vents. All communities are concerned about the results of vibrations from underground tunnels as well. Some communities are concerned about the vibrations and sounds carrying into their communities. The EIR should describe the expected vibrations/sounds above the ground which result from aerial monorail transit.

Visual Quality and Aesthetics

Many areas within the project area are designated as scenic corridors. These include the Sepulveda Pass, Beverly Glen Boulevard, and Mulholland Drive. What visual effects will the monorail option have on these scenic resources, including for the residents for Bel Air Crest.

The bridge over the entrance to Bel Air Crest is 16.5' at its highest point. Add the height of the monorail support columns and the height of the monorail on the monorail track, and the top of the monorail cars will be about 50' from the ground. Since the community of Bel Air Crest is situated uphill from its entrance, please study the visual effects inside the community and inside a monorail car. How would people be affected by monorails traveling no less than every 2 minutes in each direction both day and night?

We already have a serious problem with light pollution in our mountains and on the freeway. While laws are on the books, it is difficult to trace the multiple sources of significant light. These lights negatively affect the mountain wildlife, particularly raptors and night foraging animals which are not biologically suited to hunting for prey in artificial lighting conditions. For all aboveground project elements, what is the spectral distribution and intensity of light that will be emitted from trains, monorails, and associated infrastructure at night?

Air Quality

The EIR should address the local air quality impacts of traffic disruptions during construction, and the spillover impacts on canyon roads if construction along the I-405 causes traffic to reroute.

Sustainability

The project alternatives each introduce a new form factor for rail transportation, either a monorail or a different gauge rail. The EIR should examine the sustainability implications of a rail system made up of a patchwork of technologies. Will the infrastructure built be reusable if the technology becomes obsolete? What is the difference in greenhouse gas emissions for maintaining a system with several different technologies compared with a single rail technology?

Alternatives

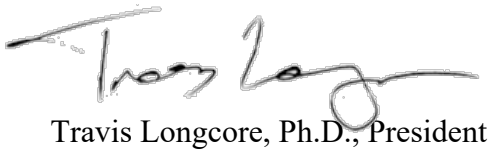
We suggest the following alternatives that could achieve the project goals while reducing the environmental impacts of construction and operation.

Low/Zero Emission Bus Alternative. Given the huge cost of the proposed project and capacity of the 405 Freeway, the same money spent immediately on low/zero emission busses that connect through the Sepulveda Pass is likely to be a far more cost effective and climate-smart alternative. One project alternative should include expansion of the bus system using express lanes on the 405 instead of a rail project.

Sepulveda Pass Underground Rail Alternative. The project alternatives conspicuously lack an underground alternative that uses the existing transit corridor and property under the 405 Freeway.

This letter was approved by the Board of Directors of the Bel Air-Beverly Crest Neighborhood Council at a duly noticed, regularly scheduled meeting on January 26, 2022 by a vote with 25 in favor, 1 opposed, and the President abstaining.

Sincerely,



Travis Longcore, Ph.D., President
Bel Air-Beverly Crest Neighborhood Council
tlongcore@babcnc.org

Dark, S., E. D. Stein, D. Bram, J. Osuna, J. Monteferante, T. Longcore, R. Grossinger, and E. Beller. 2011. Historical Ecology of the Ballona Creek Watershed. Southern California Coastal Water Research Project, Technical Publication No. 671, Costa Mesa, California.

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LiUNA! Local 300

VIA ELECTRONIC MAIL (sepulvedatransit@metro.net)

February 08, 2022

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

RE: Sepulveda Transit Corridor Public Scoping Comments

Dear Mr. Carter:

On behalf of Laborers International Union Local 300 and the thousands of construction laborers, maintenance workers, and plant workers that we represent throughout Los Angeles County, I am writing to convey our strong support for the Sepulveda Transit Corridor Project. We believe that the Project will create hundreds of high-skill and high-wage construction jobs will serve as a much-needed shot in the arm to our local economy and will create an important public transportation link from the San Fernando Valley to the Westside.

As Metro continues to work through the environmental process, we believe it is essential for the agency to fairly and equally consider both current alternatives – Monorail and Heavy Rail – and to use a factual analysis conducted without bias. We also urge Metro to ensure that the selected alternative will be affordable and consistent with voter-passed Measure M. Other projects throughout the County will provide more jobs – it is essential that Metro balance its construction budget accordingly.

I appreciate your considering our views and look forward to continuing to work with Metro on much-needed transportation projects here in Los Angeles County.

Sincerely,

Sergio Rascon
Business Manager
Laborers International Union Local 300

Feel the Power

Anonymous Anonymous

Attached is a resolution passed by the North Westwood Neighborhood Council in favor of the heavy rail alignments in Alternatives 4, 5, and 6 proposed for the Sepulveda Transit Corridor Project. We hope the Board will take into account our preference for these alternatives as they identify the "locally preferred alternative" for this project.

North Westwood Neighborhood Council

- RESOLUTION -

February 2, 2022

RE: Sepulveda Transit Corridor Project

To the LA Metro Board of Directors,

We write to you as the neighborhood council representing thousands of residents, students, business owners, and other stakeholders in North Westwood. We are tasked with advocating on behalf of our community to the city on various issues—transportation and land use included—that impact the neighborhood we serve.

We call on the LA Metro Board to require that the Sepulveda Transit Corridor Project include a direct underground station on the UCLA campus and seamless underground connection to the imminent Purple Line Extension. Alternatives 4, 5, and 6 align best with our vision and priorities for this project, and we believe they also comport best with Metro's own stated evaluation criteria outlined in the Initial Screening Report for this project.[1] Accordingly, we strongly urge the LA Metro Board of Directors to move forward with these solutions as Metro proceeds through the environmental review phase of the project.

Before proposing the six alternatives now under consideration for environmental review, Metro established a number of evaluative criteria in their initial screening phase. These criteria were: (1) to improve mobility, (2) to improve equity of access, (3) to protect the environment and support community and economic development, and (4) to provide a cost-effective solution to current transportation issues along the Sepulveda corridor. At the core of all of these goals is achieving optimized ridership; a lot of riders would demonstrate improved ease/equity of access, reduced car dependence, and that project benefits exceed costs. This council believes that nothing is more important to guarantee healthy ridership than routing the project where people actually want to go.

Conveniently, Metro's own projections show that UCLA and Westwood Village are high-demand destinations. According to Metro's estimates, a UCLA stop would be the busiest non-transfer stop in the entire network. This is no surprise; almost 50,000 students attend UCLA, with 20% of these students commuting daily. Accounting for faculty and staff, UCLA has a daytime

[1] The initial screening report from October 2019 is found at this link.

population of over 82,000 people, and is the largest employment hub west of downtown. To route this project around UCLA would add unnecessary time to students' and workers' commutes, and make using Metro far less desirable. The importance of a Metro station to UCLA students, in particular, is immense. Westwood Village has some of the highest rents in the state, but students cannot live anywhere else in the Valley or Westside without a car due to a lack of rail connectivity. Students without cars are effectively barred from accessing jobs and career opportunities, putting them at a grave disadvantage in the job market. As a public, state-funded, land-grant institution, UCLA students (many of whom are the first in their families to attend college) should have equal if not greater access than privately funded (and more financially inaccessible) educational institutions such as USC.

This is not to say that other populations in Westwood do not need public transit. A direct connection to the Purple Line in Westwood is essential for our business district, which currently has a vacancy rate greater than 20%, to revitalize and thrive. Workers from across Los Angeles would be able to access jobs at over 2,000 businesses within our districts without being forced to own or drive a car. Visitors who aim to enjoy the historic nature of the Village and its entertainment - from films and theater to Michelin-starred restaurants to art museums and athletics - would not only be able to access amenities more easily, but also without polluting our air and congesting our streets. Failure to include a direct Purple Line connection effectively severs our district from true Metro system connectivity, isolating our residents and amenities from reaching the greater Los Angeles region.

Aside from lacking a UCLA station and/or connectivity with other Metro lines, we also have grave concerns about the public health implications of the monorail alignments in Alternatives 1, 2, and 3. Exposure to the pollution of the 405 freeway would create an unpleasant and unsafe experience for riders. Given that these alternatives would not take riders to where they want to go, there is also little reason to believe that traffic (and thus pollution) would get any better on this freeway.

We understand that the monorail alignments are cheaper, and that cost-effectiveness is a key priority for Metro. But it is clear to us that selecting an alternative that would prove inferior to heavy rail with a stop at UCLA and direct connectivity to the Purple Line is not worth the money Metro would be saving. This project could potentially transform the way that people in Westwood get around Los Angeles. But we can only reach that potential if we invest in a project that would serve our community well. Alternatives 4, 5, and 6 are clearly the only acceptable options because they include direct underground connections to the UCLA campus and the Purple/D Line. Going forward in the environmental review process, any alignment without these criteria is destined to fail.

Signed,

The North Westwood Neighborhood Council

Hailey Valles

To the Los Angeles Metro Board of Directors,

My name is Hailey Valles and I am the General Representative 1 on the UCLA Undergraduate Students Associated Council (USAC). USAC represents over 30,000 undergraduate students at UCLA. Last year, our council unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that undergraduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes.

A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region.

Sincerely,

Hailey Valles

A Resolution Calling For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor

WHEREAS, the LA Metro scoping process for the Sepulveda Transit Corridor Project began on November 30th and runs through February 11th[1], and

WHEREAS, LA Metro is considering six alternatives for the Sepulveda Transit Corridor Project, which will connect the San Fernando Valley to the Westside by train, with a proposed end-to-end travel time of 30 minutes[2]; and

WHEREAS, Alternatives 1 and 2 do not contain a direct stop at UCLA and a direct connection to the Purple/D Line station in Westwood[3]; and

WHEREAS, Alternative 3 does contain a direct underground stop at UCLA but does not contain an underground connection to the Purple/ D Line station in Westwood and does not connect to other key Metro lines including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines[4]; and

WHEREAS, Alternatives 1, 2, and 3 utilize monorail technology and an alignment that runs along the 405[5], posing environmental justice, public health, and safety concerns for users that would have to stand along the 405 freeway while waiting for trains as well as first-last mile connectivity concerns, as key destinations along the corridor are not located along the 405 freeway[6]; and

WHEREAS, UCLA has approximately 47,000 undergraduate and graduate students[7], as well as an additional 46,000 staff and faculty members[8], including essential first responders and medical workers, who are all stakeholders of LA Metro; and

WHEREAS, 23% of UCLA students and 48% of UCLA employees commute to campus each day. Of those commuters, over 36% drive alone to campus.[9] 42% of commuter students in a

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[1] LA Metro Notice of Preparation
[2] Ibid.
[3] Ibid.
[4] Ibid.
[5] Ibid.
[6] The Los Angeles Times: Editorial: Forget the monorail. L.A. needs a real transit line through the Sepulveda Pass
[7] UCLA Academic Planning and Budget Enrollment Data
[8] UCLA Academic Planning and Budget Faculty and Staff Data
[9] UCLA Transportation State of the Commute, 2019

survey reported sleeping in their cars overnight as a result of their commute and 7% reported experiencing homelessness since starting college[10]; and

WHEREAS, the Sepulveda Pass (405 freeway) has some of the worst traffic in the LA region and is the only option for car commuting from the Valley to UCLA[11]; and

WHEREAS, average rent in Westwood is the most expensive in California, forcing many students to live elsewhere along the Sepulveda Corridor[12]; and

WHEREAS, many students do not have a car with them at UCLA, and rely on public transit for connections to the greater LA region; and

WHEREAS, lack of public transit connectivity greatly limits job and internship opportunities for students, reducing their competitiveness in job pools post-graduation, and posing an equity issue wherein students with cars have greater opportunities than those without; and

WHEREAS, UCLA is a destination for Angelenos from all over LA County, providing health services, employment, education, and entertainment; and

WHEREAS, UCLA has a daytime population of 82,000, equivalent to that of a small city, and is expected to be the most highly trafficked stop in the entire corridor[13]; and

WHEREAS, the Purple/D Line station located in Westwood Village is a key connector to Culver City, Downtown Los Angeles, and the Expo Line to Santa Monica[14]; and

WHEREAS, UCLA currently has no Metro rail connectivity, unlike many local community colleges and USC; and

WHEREAS, undergraduate students are directly impacted by the proposed alternatives; and

WHEREAS, students and the Undergraduate Students Association have consistently been allies and activists in the fight to bring accessible and equitable public transportation to UCLA and Westwood Village.

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[10] "'My Commute is Hell:' UCLA Students, Extreme Commutes, Impacts, Solutions," Dr. Dana Cuff and Gus Wendel, with Rayne Laborde, Melissa Rovner, Katherine Taylor-Hasty, and Kenny Wong, cityLAB-UCLA

[11] LA Times: Is LA's traffic the worst in the US? It depends on how you measure it.

[12] LA Times: Westwood is once again California's priciest spot for renters, study finds

[13] UCLA-STC Fact Sheet - Westside Regional Alliance of Councils

[14] Purple (D Line) Extension Project - LA Metro

THEREFORE LET IT BE RESOLVED, that the UCLA USAC strongly supports Alternatives 4, 5, and 6 of LA Metro's Sepulveda Transit Corridor Project scoping period, as they contain both a direct stop at UCLA and a direct transfer to the Purple/D Line in Westwood Village; and

LET IT FURTHER BE RESOLVED, that the UCLA USAC calls on LA Metro to eliminate or immediately amend Alternatives 1, 2, and 3, as they do not include a direct stop at UCLA, a direct transfer to the Purple/D Line in Westwood Village, or connectivity to other Metro lines across Los Angeles; and

FINALLY, LET IT BE RESOLVED, that the UCLA USAC emphasizes the importance of undergraduate students as stakeholders in the LA Metro scoping process and affirms to LA Metro the importance of including student input equally as stakeholders in any scoping processes.

Anonymous Anonymous

Please find attached a letter from the Bel Air-Beverly Crest Neighborhood Council regarding the Notice of Preparation for an Environmental Impact Report on the Sepulveda Transit Corridor Project.

Bel Air Beverly Crest
NEIGHBORHOOD COUNCIL
Building a Better Community

February 2, 2022

VIA EMAIL (sepulvedatransit@metro.net)

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

Re: Sepulveda Transit Corridor Project

Dear Mr. Carter:

The Bel Air Beverly Crest Neighborhood Council serves a large, multi-community, open space, wildlife corridor area in the Santa Monica Mountains. The Council is advisory to the City of Los Angeles on issues that affect our territory. Its western border is the Sepulveda Scenic Corridor/I-405 Freeway. Its eastern border is Laurel Canyon. Its northern border is Mulholland Drive. Its southern border is Sunset Blvd. Significant segments of the proposed project routes will definitely be located within our borders. We offer these comments as a courtesy, representing the views of our Board of Directors. This letter should not, however, be interpreted as representing the position of the City of Los Angeles as a whole or a communication from the City, which is represented by the Mayor in intergovernmental relations.

The Metro Sepulveda Transit Corridor Project ("Project") area includes important canyon routes between the valley and West Los Angeles. Benedict Canyon, Beverly Glen (a secondary highway), Stone Canyon, Roscomare Road (a canyon collector street), Bellagio Road leading to Sunset Boulevard, and Sepulveda Boulevard (a secondary highway). The I-405 Freeway leads to and from WLA to the San Fernando Valley.

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Travis Longcore, Ph.D.
Vice President – Operations
Robin Greenberg
Vice President – Leg. Affairs
Jamie Hall
Secretary
Nicole Miner
Treasurer
Vadim Levotman

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Planning and Land Use – **R. Schlesinger & S. Savage**
Bylaws, Rules and Elections – **Cathy Wayne**
Emergency Preparedness – **Vadim Levotman**
Outreach – **Robin Greenberg**
Traffic Committee – **Irene Sandler**
Public Works and Telecommunications –
Budget and Finance – **Nicole Miner**
Neighborhood Purpose Grant – **André Stojka**

STAKEHOLDER GROUPS
Bel Air Association
Bel-Air Crest Master Association
Bel Air Hills Association
Bel Air Ridge Association
Benedict Canyon Association
Casiano Estates Association
Doheny-Sunset Plaza Neighborhood Assn.
Holmby Hills Homeowners Association
Laurel Canyon Association
Residents of Beverly Glen

RESIDENTIAL DISTRICTS
Bel Air District
Bel Air Glen District
Franklin-Coldwater District
North of Sunset District
NON-RESIDENTIAL REPRESENTATION
At-Large Members
Commercial or Office Enterprise Districts
Custodians of Open Space
Faith-Based Institutions
Public Schools & Private Schools

BABCNC concurs that the Environmental Impact Report (EIR) should address all of the topic areas listed in Appendix G of the CEQA Guidelines, as described in the Notice of Preparation (NOP). We offer additional comments on several topic areas and propose additional alternatives that should be included in the analysis.

Study Area

The Study Area defined for the project is too small. Impacts to any canyon road in terms of traffic (e.g., during construction) have spillover effects that extend several canyons over because of the few north-south routes through the hills. The study area should be extended eastward to at least include through Franklin Canyon.

Wildfire

The BABCNC territory is within a Very High Fire Hazard Severity Zone as designated by Cal Fire. Several significant fires have swept through this area and burned tree canopies, homes, and wildlife. We take this threat with all seriousness. As part of the description of the project area and baseline conditions, please investigate all arson, electric, and spontaneous fires, especially those within the proposed project footprint within the last 5 years. You may not find all of the car fires, but the residents can testify that they happened. Fire Department records may or may not have been retained, and smaller incidents may not be documented. You have only to examine both the east and west sides of Sepulveda to find the answers related to the two larger fires. Fires have been started by faulty electrical wires, the homeless, including cooking fires and pyromaniacs. Cars fires/accidents on the freeway or on both sides of Sepulveda can cause a gas tank to explode, spewing gasoline onto hillsides and burning the hillsides in Bel Air. A full understanding of the historical and current fire risk must be included in the wildlife risk analysis, and special attention paid to any additional risk from Project construction and ongoing operations from all alternatives. We have been told by LA Fire Department officials that a wind-driven fire beginning in the Kirkwood Bowl area could reach our western border within 15–30 minutes. Burning embers from our tall non-native trees, such as pines, eucalyptus, and palm trees can fly great distances in a windstorm. Given our dense residential areas within our canyons, what escape routes are available for passengers on trains, in tunnels, or on aerial monorails? What escape routes are available to fire evacuees, who would have to leave their Bel Air Beverly Crest communities both during and after construction?

Geotechnical, Subsurface, and Seismic Hazards

We request that Metro investigate all earthquake fault lines in the Project area, such as the fault along Mulholland Dr. from approximately Benedict Canyon and west to the I-405. We have had

two recent earthquakes along that fault. We have been told by USGS that earthquake faults cannot be remediated and can reach 3 miles deep.

On several mountainsides, there has been earth slippage. A chunk of the Mulholland roadway east of Coldwater Canyon (part of the BABCNC territory) literally broke off and fell into the canyon below. The analysis should map all current and historical landslide areas and assess the impacts of construction and operation of all alternatives on them.

Our residents report that there are many springs and aquifers in the project area. Some, but not all of these have been mapped. A thorough investigation, starting with existing data (Dark et al. 2011, Liu et al. 2011) and including field inspections should be made of springs and near-surface aquifers. To assist this effort, we compiled the following examples.

1. A large, intermittent spring exists at the top of Beverly Glen and Mulholland Drive.
2. Another major spring feeds a stream on the west side of Stone Canyon Road.
3. As homes have been developed in the hills, springs and/or surficial aquifers have invaded foundations. Some basements had to be rebuilt.
4. Milken School is across the Mulholland Bridge on Mulholland Drive. The gym had to be rebuilt 3 times because water from springs undermined the gym floor.

Fully describing the underground waters is essential to a complete impact analysis because of the potential adverse impacts of dewatering any tunnels and access shafts. Such adverse impacts would include potential geotechnical hazards, subsidence, and loss of biological function of surface ecosystems dependent on streams or surface aquifers.

How will dewatering of subsurface tunnels affect subsidence and where? How much water will be pumped out of tunnels and how will it be disposed of? How long will such dewatering take place (during construction, indefinitely)? Will clean, fresh water pumped from tunnels simply be discharged into the stormdrain system and wasted by discharging it into the ocean? Can the project design include reuse of any water pumped from tunnels to replenish existing aquifers to ensure continued ecological function of streams and riparian zones dependent on near-surface water? Where will any dewatering pumps be located and what route will any removed water take? How will dewatering affect wildlife? What do studies show about springs draining into tunnels? How will wildlife fare if traditional sources of water are no longer available on the surface?

We are certain that the Lower Stone Canyon reservoir area is prone to liquefaction, based upon insurance policies issued to homeowners in the area. Some Sepulveda Canyon homes are marked on maps as liquefaction locations. Stone Canyon Road is on a flood plain. The Stone Canyon reservoir is not lined and is supported by an earthen dam. A second such dam was built elsewhere by the same man: William Mulholland. That dam failed/ collapsed years ago. The EIR should consider the relationship between project elements and liquefaction risk, and the impacts

on any tunnel that may be close to a liquefaction zone in if an event occurs. Please confirm and identify the entirety of the liquefaction areas within our boundaries in the EIR.

Given the fate of the other Mulholland designed dam, how will tunneling affect the stability of the Stone Canyon Reservoir Dam? Will tunneling below and or around the reservoir and/or Stone Canon Creek/Stone Canyon Road destabilize the area?

Residents have concerns about the number of tunnels. The geotechnical analysis should evaluate the differential effects of one or two tunnels on stability, noise, and vibration.

Noise and Vibration

Community residents are concerns about noise and vibration, both from underground and aboveground project elements. The noise analysis should include three-dimensional analysis of noise propagation from the project elements, including rail segments, tunnel vents, maintenance yards, stations, and other project elements. Such analysis should be done using software capable of mapping the influence of buildings and topography on noise propagation and not using generic assumptions about the fall-off of noise with distance. Those who live in the hillsides know that topography can exacerbate and concentrate noise and any analytical approach must be done using a fully three-dimensional noise propagation model. Differential propagation during different weather conditions should also be considered. Noise from the I-405 expansion can now be heard by stakeholders more than 1 mile from the freeway. The noise analysis therefore needs to be extended beyond 1 mile from any sources.

Effects of noise on wildlife should be considered, and such analysis must consider the frequencies of sound to which other species are sensitive and not based on human auditory sensitivity. What significant sounds/noise emit from vents, fans, electrical charging facilities, and any other ancillary equipment necessary for any proposed mode of transportation? What remedies would the team recommend, such as sound walls, to reduce noise in our neighborhoods and mountainsides?

Characterization of sound from the monorail alternatives are of interest, as are the sounds that might be emitted from any tunnel vents. All communities are concerned about the results of vibrations from underground tunnels as well. Some communities are concerned about the vibrations and sounds carrying into their communities. The EIR should describe the expected vibrations/sounds above the ground which result from aerial monorail transit.

Visual Quality and Aesthetics

Many areas within the project area are designated as scenic corridors. These include the Sepulveda Pass, Beverly Glen Boulevard, and Mulholland Drive. What visual effects will the monorail option have on these scenic resources, including for the residents for Bel Air Crest.

The bridge over the entrance to Bel Air Crest is 16.5' at its highest point. Add the height of the monorail support columns and the height of the monorail on the monorail track, and the top of the monorail cars will be about 50' from the ground. Since the community of Bel Air Crest is situated uphill from its entrance, please study the visual effects inside the community and inside a monorail car. How would people be affected by monorails traveling no less than every 2 minutes in each direction both day and night?

We already have a serious problem with light pollution in our mountains and on the freeway. While laws are on the books, it is difficult to trace the multiple sources of significant light. These lights negatively affect the mountain wildlife, particularly raptors and night foraging animals which are not biologically suited to hunting for prey in artificial lighting conditions. For all aboveground project elements, what is the spectral distribution and intensity of light that will be emitted from trains, monorails, and associated infrastructure at night?

Air Quality

The EIR should address the local air quality impacts of traffic disruptions during construction, and the spillover impacts on canyon roads if construction along the I-405 causes traffic to reroute.

Sustainability

The project alternatives each introduce a new form factor for rail transportation, either a monorail or a different gauge rail. The EIR should examine the sustainability implications of a rail system made up of a patchwork of technologies. Will the infrastructure built be reusable if the technology becomes obsolete? What is the difference in greenhouse gas emissions for maintaining a system with several different technologies compared with a single rail technology?

Alternatives

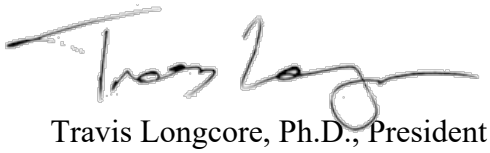
We suggest the following alternatives that could achieve the project goals while reducing the environmental impacts of construction and operation.

Low/Zero Emission Bus Alternative. Given the huge cost of the proposed project and capacity of the 405 Freeway, the same money spent immediately on low/zero emission busses that connect through the Sepulveda Pass is likely to be a far more cost effective and climate-smart alternative. One project alternative should include expansion of the bus system using express lanes on the 405 instead of a rail project.

Sepulveda Pass Underground Rail Alternative. The project alternatives conspicuously lack an underground alternative that uses the existing transit corridor and property under the 405 Freeway.

This letter was approved by the Board of Directors of the Bel Air-Beverly Crest Neighborhood Council at a duly noticed, regularly scheduled meeting on January 26, 2022 by a vote with 25 in favor, 1 opposed, and the President abstaining.

Sincerely,



Travis Longcore, Ph.D., President
Bel Air-Beverly Crest Neighborhood Council
tlongcore@babcnc.org

Dark, S., E. D. Stein, D. Bram, J. Osuna, J. Monteferante, T. Longcore, R. Grossinger, and E. Beller. 2011. Historical Ecology of the Ballona Creek Watershed. Southern California Coastal Water Research Project, Technical Publication No. 671, Costa Mesa, California.

Liu, S.-W. S., T. Hogue, E. D. Stein, and J. Barco. 2011. Contemporary and historical hydrologic analysis of the Ballona Creek watershed. Tech. Rep. 683, Southern California Water Research Project, Costa Mesa, California.

Mr. Peter Carter
Project Manager, Metro
One Gateway Plaza
Mail Stop 99-6
Los Angeles, CA 90012
Via email: sepulvedatransit@metro.net

Dear Peter:

On behalf of Move LA, I would like to submit this letter to you and your staff to be included in the Sepulveda Pass Scoping Comments file that LA Metro is assembling based on your three scoping meetings, as well as comments that have come into Metro during the comment period closing on February 11th.

As you will note from the points I have listed below, Move LA is strongly urging Metro, its staff, and consultants to continue to weigh both current project bidders' approaches to the Sepulveda Pass Transportation Corridor without any preconceived conclusions or preferences until the environmental process is completed. Both current options—Heavy Rail and Monorail—must be fairly and equally considered throughout this stage of the process, based upon a factual analysis conducted without bias.

We urge Metro to strongly consider the most compelling PCA alternative that will bring maximum benefits to the County in terms of sustainability and reduction of GHG from construction to operation to maintenance. Metro must also keep the 2028 Olympics at the forefront of scheduling and planning as the Westside, Valley and UCLA will be significant players in the games.

Our key points are:

- Both options utilize proven, high speed, high-capacity, safe technology that is being or already has been built in several of the world's largest cities.
- Both options should also be compared with respect to the cost, schedule, and constructability aspects of extending the line all the way to LAX, as defined in Measure M.
- The assessment should also include environmentally significant benefits created by variations in project capital and operating costs. For example, if, as previously indicated, the Monorail project costs were on the order of $3 B less than the subway project costs, that could well enable the extension of the Monorail all the way to LAX, perhaps in the near term. Such an extension would create direct transit access to LAX from the Valley, UCLA and communities along the Sepulveda corridor, as well as direct to LAX connections from the Purple Line and Exposition LRT stations. Such access and connectivity would enhance the project's ridership potential significantly and would enhance expected reductions in corridor VMT and GHG emissions.

- Both the Monorail Alternative 3 and Heavy Rail alternatives 4 and 5 appear to provide high frequency, direct service to UCLA with an underground station located near the center of campus and a Purple Line transfer station at Wilshire Blvd. Both options appear to provide similar connectivity to the Purple Line.
- Both the Monorail and Heavy Rail alternatives appear to provide frequent convenient transfer connections to Metro's crossing local, express, and Rapid bus lines; the Orange Line BRT in the Valley; the Purple Line subway; and the proposed East San Fernando Valley and existing Exposition light rail lines. Both would involve transfers to and from those crossing lines, whereby transferring passengers would need to change levels from an aerial (Monorail) or underground (Heavy Rail) station.
- Metro should compare the passenger experience of underground v. above ground technologies which could impact system ridership. Creating a high-quality passenger experience is very important, especially since many potential riders have other mobility options, including access to a private automobile.
- In view of the severe funding challenges Metro faces, it is extremely important to compare the cost and schedule impacts of the technology options. It is important that building the Sepulveda Corridor will not adversely affect funds available to build other Measure M corridors, such as West Santa Ana, Crenshaw North Extension, Orange Line Conversion to LRT, Green Line Extension, and the Gold Line East Extension
- We want to hear more from Metro how each proposal will meet Metro's minority hiring and transportation equity goals. We are concerned that fully automated systems of any transit technology will reduce employment prospects for Los Angeles residents.

Move LA is excited about this project and we want to work closely with Metro and the bidders to ensure the most robust communication, outreach and stakeholder interface on this project. Move LA proposes to work with Metro to produce a forum where both teams could present their visions for the project including, costs, schedules, construction methods, and their approaches to building the system from the Valley to UCLA and the Westside of Los Angeles, ensuring connectivity to the Purple Line and Exposition LRT and the extension of the project seamlessly to LAX.

Many thanks for your time and attention and I hope to discuss this issue and our concerns with you and your staff at your earliest convenience.

Sincerely,

Denny Zane
Executive Director
Move LA

Bel Air Crest
11701 Bel Air Crest Road North • Bel Air, California 90077
(310) 471-3755 FAX (310) 471-0354

February 9, 2022

Metro
One Gateway Plaza, M/S 99-22-6
Los Angeles, California 90012

via regular mail and
sepulvedatransit@metro.net

Attn: Mr. Peter Carter, Project Manager

Re: Proposed Sepulveda Transit Corridor Project

Dear Mr. Carter:

This correspondence shall serve as a follow-up to the Bel Air Crest Homeowner Association Boards of Directors' letter to Metro dated February 22, 2019 and comments submitted during public meetings.

The three (3) Bel Air Crest Boards and community residents discussed the six (6) alternatives as submitted by Metro for the above referenced project at Board Meetings held in December 2021 and January 2022.

GENERAL ACCESSIBILITY TO and FROM BEL AIR CREST

The community would like to remind Metro that BAC residents completely depend on the 405 Freeway and Sepulveda Boulevard for ingress and egress.

REQUIREMENTS and RECOMMENDATIONS

The BAC Boards are not in favor of Alternatives 1, 2 and 3 due to the long term potential impact on accessibility to the community during construction.

AIR / WATER / LAND

The Boards would like to remind Metro of the community's concerns regarding the possible impact of construction on existing infrastructure in the Sepulveda Pass Corridor, including but not limited to, the petroleum and natural gas pipes that are located under Sepulveda Boulevard.

The Boards and community residents have concerns regarding potential noise, visual, and air quality impacts the aerial monorail system would have on homesites adjacent to the Metro project.

REQUIREMENTS and RECOMMENDATIONS

The BAC Boards are not in favor of Alternatives 1, 2 and 3 due to potential safety hazards during construction and the long term impacts on residents in the Sepulveda Pass corridor.

WILDLIFE CORRIDOR

Bel Air Crest is a designated wildlife corridor, including but not limited to, the entrance area on Bel Air Crest Road, Sepulveda Boulevard, and the 405 Freeway underpass.

REQUIREMENTS and RECOMMENDATIONS

The Boards are not in favor of Alternatives 1, 2 and 3 due to the long term potential impact on Santa Monica Mountain wildlife, including protected species such as mountain lions who live and travel in and around the BAC community.

MULTIMODAL OPTIONS

The Boards are concerned with the options that utilize a combination of two or more modes of transportation.

REQUIREMENTS and RECOMMENDATIONS

The Boards are not in favor of Alternatives 1, 2, 3, 4 and 5 due to proposed multimodal transport forcing riders to change between aerial, underground, people mover and/or bus systems which will result in a loss of efficiency and ease of use for riders.

ALTERNATIVE 6

Based on the preliminary information provided by Metro, the Boards are in favor of Alternative 6. However, it has also been brought to the attention of the Boards that Alternative 6 utilizes trains that are not compatible with existing Metro tracks and trains. Furthermore, the information provided by Metro to date does not include geological studies for the Alternatives that include underground tunnels.

REQUIREMENTS and RECOMMENDATIONS

The Boards are requesting that Metro reconsider the proposed trains for Alternative 6. The trains approved for the transit project should be interchangeable with existing Metro trains and tracks. The Boards are also requesting copies of geological studies regarding proposed underground tunnels in Alternatives 3, 4, 5 and 6.

As stated previously, the Bel Air Crest Boards and community residents appreciate the value that the proposed effective high-capacity rapid transit will bring to Los Angeles.

However, this project impacts numerous communities, schools, and institutions, as well as the movement of thousands who utilize the Sepulveda Pass corridor. The Boards look forward to receiving updates regarding the proposed transit project. In addition, the Boards may submit further correspondences in the future for Metro's consideration.

Sincerely,

BEL AIR CREST MASTER ASSOCIATION BOARD OF DIRECTORS
BEL AIR CREST CUSTOM HOMES ASSOCIATION BOARD OF DIRECTORS
BEL AIR CREST CANYON HOMES ASSOCIATION BOARD OF DIRECTORS

Fiona Cole
Bel Air Crest General Manager

cc: Councilman Paul Kortez CD 5

TRANSPORTATION MOTION - Sepulveda Transit Corridor Project

Submitted By:

BCC Transportation Committee

The Brentwood Community Council (BCC) supports LA Metro's efforts to provide a fast, safe, affordable, and environmentally friendly way to travel between the San Fernando Valley and West LA. The BCC recognizes and supports the monumental Sepulveda Transit Corridor Project and the project's goals to reduce single occupancy vehicle traffic on the I-405 for reduced emissions, to improve quality of life, and to increase access across the region. The Brentwood Community Council has **the following four goals and concerns we would like LA Metro to address in its full environmental review.**

- Provide a UCLA Stop: We are supportive of the increased connectivity that is established under the Sepulveda Transit Corridor alignments. It would be a missed opportunity to select an alignment that does not have a direct stop at UCLA, and therefore **we strongly support an alignment that includes a direct stop at UCLA**. Without this stop, riders will experience an extra burden and may make taking transit a less desirable option. More details on this stance can be found in the Westside Regional Alliance of Council Motion.
    - How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop?
    - Will the transfers be free of charge?
    - How will LA Metro measure residential and commercial hub connectivity to ensure the alignment with the highest transit connectivity be selected?
    - How will transfer accessibility be ensured for all riders, regardless of ability?

- Consider Wildfire Risks. Both the construction and operation of the Sepulveda Transit Corridor Project may impose a fire risk upon both the hillsides and canyons of Brentwood's Very High Fire Hazard Severity Zone north of Sunset Blvd. **For both the monorail and heavy rail options, Metro must consider impacts on wildfire and evacuation.**
    - How many fires have arrise in the Corridor in the last 10 years? How many have shut down the freeway or required evacuation from the area?
    - What are the wildfire risks during construction and what safety measures can be put into place to prevent fires?
    - Does either technology have the potential to spark wildfires in operation?
    - Under what conditions would monorail or tunnel riders be forced to evacuate or stay in place?
    - If a fire were to break out in the Corridor and the monorail riders were required to evacuate, where and how would they exit safely?

- No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding

Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, **we strongly oppose alignments and final designs that result in the possibility of property acquisition.**
    - How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 Express Lanes final selection?
    - What existing right-of-way will the alternatives with aerial alignments along the I-405 use?

- Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider an alternative that will result in the least negative impact to surrounding neighborhoods, while still providing a stop at UCLA.
    - How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise?
    - What will the operational noise impacts be for alternatives with aerial alignments?

Thank you for your time and we look forward to continuing to work with Metro as this project progresses through its environmental review.

Studio City Neighborhood Council

Attached please find the Studio City Neighborhood Council's passed motion supporting only Alternative 6 (Heavy Rail) regarding the Sepulveda Transit Corridor Project.

SCNC BOARD
Kim Clements
Dean Cutler
Randall Fried
Ira Gold
Jeff Hartwick
Jackson Hoffman
Julie Glaze Houlihan
Lisa Karadjian
Lara Koraian
Scott Mandell
Brandon Morino
Richard Niederberg
Karen Sarrow
Alexa Steinberg
Adam Summer
Peggy Velasco

STUDIO CITY
NEIGHBORHOOD COUNCIL

PRESIDENT
Randall Fried
VICE PRESIDENT
Scott Mandell
TREASURER
Kim Clements
SECRETARY
Brandon Morino
CORRESPONDING SECRETARY
Jeff Hartwick

January 19, 2022

Addressed to:	**Sent by Email:**
Metro Board Member/Councilmember Paul Krekorian	councilmember.krekorian@lacity.org
Metro Board Member/Los Angeles Mayor Eric Garcetti	mayor.garcetti@lacity.org
Metro Board Member/Supervisor Hilda Solis	firstdistrict@bos.lacounty.gov
Metro Board Member/Supervisor Kathryn Barger	kathryn@bos.lacounty.gov
Metro Board Member/Councilmember Mike Bonin	mike.bonin@lacity.org
Metro Board Member/Inglewood Mayor James Butts	mayor@cityofinglewood.org
Metro Board Member Jacquelyn Dupont-Walker	jdupontw@aol.com
Metro Board Member/Councilmember Fernando Dutra	fdutra@cityofwhittier.org
Metro Board Member/Supervisor Janice Hahn	hahn@bos.lacounty.gov
Metro Board Member/Supervisor Sheila Kuehl	sheila@bos.lacounty.org
Metro Board Member/Supervisor Holly Mitchell	hollyjmitchell@bos.lacounty.gov
Metro Board Member Tim Sandoval	tim_sandoval@ci.pomona.ca.us
Karo Torossian	karo.torossian@lacity.org
Andrea Conant	andrea.conant@lacity.org
Matt Hale	matt.hale@lacity.org
Aaron Ordower	aaron.ordower@lacity.org
Councilmember Nithya Raman	contactcd4@lacity.org
Josh Nuni	josh.nuni@lacity.org
Sahag Yedalian	sahag.yedalian@lacity.org
Mehmet Berker	Mehmet.berker@lacity.org
Lorraine Diaz	Lorraine.diaz@lacity.org
Jorge Plascencia	Jorge.plascencia@lacity.org
Sepulveda Transit Corridor Project	sepulvedatransit@metro.net

RE: SCNC Board Agenda Item 9(b)

Dear Metro Board Member and Councilmember Krekorian, et al.:

On January 19, 2022, at its regular meeting, the Studio City Neighborhood Council passed the following motion:

The Board of the Studio City Neighborhood Council (SCNC) ***only*** supports "Alternative 6" with the

motto, "You get what you pay for." "Alternative 6 (Heavy Rail)," is the only alternative that truly has a vision of looking to the future with "room for growth" capacity as well as speed; as opposed to slower, smaller capacity "Alternatives 1, 2, and 3 Monorails."

Randall Fried
President,
Studio City Neighborhood Council

Dassault Systemes

Please see attached uploaded file for comments from Dassault Systemes, 6320 Canoga Ave #300, Woodland Hills, CA.

Daniel BEATTIE
Public Sector Expert, North America

February 11, 2022

Mr. Peter Carter, Project Manager
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012

In Re: **Environmental Impact Report Scoping Comment for Sepulveda Transit Corridor Project**

Dear Mr. Carter,

On behalf of Dassault Systemes, I am writing in support of the Los Angeles County Metropolitan Transportation Authority (METRO) proceeding toward selection of a preferred alternative for the Sepulveda Transit Corridor Project. As a multinational company with three locations in Los Angeles County, we believe this project would provide more sustainable options for personal mobility via a high-capacity fixed guideway transit solution between the San Fernando Valley and the Westside of Los Angeles.

3DS operates in Woodland Hills, Long Beach and Downtown Los Angeles. Our Woodland Hills office is proximate to the Study Area, with an office that supports nearly 100 engineering, sales and operations professionals and a 10-minute walk to the Canoga Orange Line Station that would connect riders to the future Sepulveda Line. As we celebrate our 40th anniversary providing innovative 3D design, modeling, simulation and lifecycle solutions to customers in the aerospace, automotive, high technology, construction and other industrial sectors, southern California has for more than two decades been a pillar of our North American corporate footprint.

At Dassault Systemes, our core belief is that achieving a more sustainable future is made possible by leveraging the virtual world to simulate the real world. 3DS enables 3D design, engineering, simulation and project lifecycle management, and our team is highly familiar with the complex issues METRO must fully understand, integrate and balance as it moves to select a preferred alternative. Until those complexities are fully digested, mapped and understood by METRO and the public, it is conceivable that any of the six current Alternatives could merit selection as the Preferred Alternative.

Therefore, 3DS commends the project leadership for steps taken so far to engage the public and seek comments from affected stakeholders, and urges METRO to take actions that allow best design and engineering practices, and data-driven decision making to support a collaborative and transparent selection of the Preferred Alternative.

However, our experience with construction clients demonstrates that the end of construction only brings an owner/operator to the birth of the asset that needs active lifetime management. We therefore urge project leaders to fully consider the best means to ensure on time and on-budget construction, and *also* how METRO will best equip itself with data-driven and model-based tools to ensure safe and efficient operations during many projected decades of service for residents and visitors of Los Angeles County.

In examining lifecycle costs, we are aware of data showing that roughly 20 percent of total cost is incurred during project delivery, with the remaining 80% is expended during operation of the asset.[1] When appropriate, 3DS would welcome the opportunity to share our expertise in this field, which comes from working with design, engineering and construction firms globally to deliver complex infrastructure projects with a lifecycle focus, from construction execution to procurement, systems integration and asset management. Our clients benefit from all project data and information sharing and transfer, co-design development and project execution being accessible in a common data environment.

By aggregating project data and information in a common data environment that meets BIM Level 3 requirements, our 3DEXPERIENCE® Platform enables a single and integrated model allows real-time collaboration leveraging our core modeling capabilities to consolidate deliverables and accelerate schedules to meet critical time and budget needs.

As a corporate citizen and local stakeholder, Dassault Systemes appreciates the opportunity to comment during the scoping process, and wishes Metro all success with next steps on the Sepulveda Transit Corridor Project. We ask that the project team provide guidance in the resulting Environmental Impact Report (EIR) on how it will assess best construction and lifecycle management processes into the project construction delivery and lifetime asset operations and management, and appreciate your full consideration of these comments as part of the scoping process.

Best Regards.

Dan Beattie

Daniel Beattie
Public Sector Expert - NAM

[1] National Institute of Building Sciences, *Design For Maintainability: The Importance Of Operations And Maintenance Considerations During The Design Phase Of Construction Projects,* August 1, 2018: https://www.wbdg.org/resources/design-for-maintainability

Valley Industry and Commerce Association (VICA)

Subject: VICA SUPPORTS Alternatives 3, 5 & 6 of the Sepulveda Transit Corridor

Dear Metro Board Member,

The Valley Industry and Commerce Association (VICA) has been a long-standing supporter of the Sepulveda Transit Corridor, and after considering all 6 options, we are in strong support of alternatives 3, 5, and 6.

VICA is proud to represent over 350 businesses and every community within the San Fernando Valley region, and we are strong advocates for transportation projects that improve the Valley's connectivity with the rest of the Los Angeles region. We believe that the Sepulveda Transit Corridor will provide high-quality transit options that effectively service the growing travel demand between the housing and major employment sectors of the San Fernando Valley and Westside.

Specifically, VICA has chosen to support alignments 3, 5, and 6. One critical reason for this support is because of these options' inclusion of an on-campus station at UCLA. Direct access to the campus is critical to the university, the 2028 Olympics, and the financial viability of the corridor's operations. VICA would also like to clarify that while we are members of a coalition to support all options with a connection to UCLA, we are only in support of options 3, 5, and 6, as alternative 4 has unresolved equity issues between the Westside and the Valley.

Overall, for a transit system to be a competitive travel option that attracts new ridership, it needs to increase speed, frequency, capacity, and reliability, while providing convenient connections to existing and planned transit lines. VICA believes that options 3, 5, and 6 do just that, and we ask for your support of these Sepulveda Transit Corridor alignments.

February 4, 2022

Subject: VICA SUPPORTS Alternatives 3, 5 & 6 of the Sepulveda Transit Corridor

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Overall, for a transit system to be a competitive travel option that attracts new ridership, it needs to increase speed, frequency, capacity, and reliability, while providing convenient connections to existing and planned transit lines. VICA believes that options 3, 5, and 6 do just that, and we ask for your support of these Sepulveda Transit Corridor alignments.

Sincerely,

Victor Berrellez
VICA Chair

Stuart Waldman
VICA President

Valley Industry & Commerce Association • 16600 Sherman Way, Suite 170 Van Nuys, CA 91406
phone: 818.817.0545 • fax: 818.907.7934 • www.vica.com

Geneva Vogelheim

My name is Geneva Vogelheim and I am President of the UCLA Public Health Student Association, a member of the Graduate Students Association (GSA). GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping processes.

A Sepulveda Transit Corridor without a direct, underground Metro station on the UCLA campus and a direct, underground connection to the Purple/D Line does a grave disservice to the students of the number 1 public university in the nation, the number 1 hospital in the state, and an immensely important institution in the Los Angeles Region.

Sincerely,
Geneva

A Resolution Calling For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor
Sponsor: Abdallah Daboussi and Musibau Francis Jimoh

WHEREAS, the LA Metro scoping process began on November 30th and runs through February 11th, and

WHEREAS, LA Metro is considering six alternatives for the Sepulveda Transit Corridor Project, which will connect the San Fernando Valley to the Westside by train, with a proposed end-to-end travel time of 30 minutes; and

WHEREAS, Alternatives 1 and 2 do not contain a direct stop at UCLA and a direct connection to the Purple/D Line station in Westwood; and

WHEREAS, Alternative 3 does contain a direct underground stop at UCLA but does not contain an underground connection to the Purple/ D Line station in Westwood and does not connect to other key Metro lines including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines; and

WHEREAS, Alternatives 1, 2, and 3 utilize monorail technology and an alignment that runs along the 405, posing environmental justice, public health, and safety concerns for users that would have to stand along the 405 freeway while waiting for trains as well as first-last mile connectivity concerns, as key destinations along the corridor are not located along the 405 freeway; and

WHEREAS, UCLA has approximately 47,000 undergraduate and graduate students, as well as an additional 46,000 staff and faculty members, including essential first responders and medical workers, who are all stakeholders of LA Metro; and

WHEREAS, 23% of UCLA Students, and 48% of UCLA employees commute to campus alone in their automobile each day

WHEREAS, the Sepulveda Pass (405 freeway) has some of the worst traffic in the LA region and is the only option for car commuting from the Valley to UCLA; and

WHEREAS, average rent in Westwood is the most expensive in California, forcing many students to live elsewhere along the Sepulveda Corridor; and

WHEREAS, many students do not have a car with them at UCLA, and rely on public transit for connections to the greater LA region; and

WHEREAS, lack of public transit connectivity greatly limits job and internship opportunities for students, reducing their competitiveness in job pools post-graduation, and posing an equity issue wherein students with cars have greater opportunities than those without; and

WHEREAS, UCLA is a destination for Angelenos from all over LA County, providing health services, employment, education, and entertainment; and

WHEREAS, UCLA has a daytime population of 82,000, equivalent to that of a small city, and is expected to be the most highly trafficked stop in the entire corridor; and

WHEREAS, the Purple/D Line station located in Westwood Village is a key connector to Culver City, Downtown Los Angeles, and the Expo Line to Santa Monica, which are all key economic and employment hubs; and

WHEREAS, UCLA has no Metro rail connectivity, unlike many community colleges and USC; and

WHEREAS, graduate students are directly impacted by the proposed alternatives; and

WHEREAS, students and the Graduate Student Association have consistently been allies and activists in the fight to bring accessible and equitable public transportation to UCLA and Westwood Village.

THEREFORE LET IT BE RESOLVED, that the UCLA GSA strongly supports Alternatives 4, 5, and 6 of LA Metro's Sepulveda Transit Corridor Project scoping period, as they contain both a direct stop at UCLA and a direct transfer to the Purple/D Line in Westwood Village; and

LET IT FURTHER BE RESOLVED, that the UCLA GSA calls on LA Metro to eliminate or immediately amend Alternatives 1, 2, and 3, as they do not include a direct stop at UCLA, a direct transfer to the Purple/D Line in Westwood Village, or connectivity to other Metro lines across Los Angeles; and

LET IT BE RESOLVED, that the UCLA GSA emphasizes the importance of graduate students as stakeholders in the LA Metro scoping process and affirms to LA Metro the importance of including student input equally as stakeholders in any scoping processes.

I, Musibau Francis Jimoh, President, Graduate Student Association hereby certify that the foregoing resolution was duly passed and adopted at a regular GSA forum meeting held on the 19th day of January 2022.

_____

Vera Koutnik

To the Los Angeles Metro Board of Directors,

My name is Vera S. Koutnik and I am the President of Engineering Graduate Student Council for 2021-2022 academic year(~2500 student members). In addition, I sit on the UCLA Graduate Students Association (GSA) council. GSA represents over 13,000 graduate students at UCLA. Early this year, the GSA unanimously passed "A Resolution For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor," which is attached to this comment letter. We want to emphasize that graduate students are stakeholders in the LA Metro scoping process and affirm the importance of including student input equally as stakeholders in any scoping process.

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We want the stop to be directly at UCLA to allow for safe and quick access for UCLA students.

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UCLA Graduate Students Association

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Citizens Coalition for Safe Community

I have reviewed the available documents and strongly support for scoping eliminating Alternatives 1, 2, 3, 4, & 5, both above ground and some underground alternatives for the preparation of a Programmatic EIR for the Westside and Valley corridors. I was Environmental Controls Supervisor for the Red Line Phase 1, construction management for 5 years and have contributed to rail transit, and some buses, projects in Seoul Korea, Beijing & Canton China, and Dubai UAE. I have also prepared/reviewed >500 EIRs/EISs worldwide since 1972 for structured project and for infrastructure project, road, transit, water supply, sewers, and flood controls. I also reviewed the SR-710 North Project from 1992-2014 when it was finally focused on TDM/TSM projects. I find the underground plans to be totally inadequate and incomplete with regard to alignment (e.g., keep the route dead straight, NO CURVES between stations) and to the disposition of tunnel debris/muck for hauling away from tunnel heads (e.g., TBM starts from stations at rail lines ONLY). I am always available for clarifications and elaborations, and as President of Citizens Coalition for A Safe Community and retired assistance is Pro Bono,

DATE: February 11 2022 12pm PCT

TO: sepulvedatransit@metro.net

Attn.: Peter Carter, Prjt. Mgr., Metro, 001 Gateway Plaza, LA, CA 90012 carterp@metro.net
David Mieger, Executive Officer, Transit Corridor Planning, Metro miegerd@metro.net

CC: Ronald Kosinski, Deputy District Director Ron.Kosinski@dot.ca.gov
Garrett Damrath Garrett.Damrath@dot.ca.gov
Dawn Kukla-Montano Dawn.Kukla@dot.ca.gov
Karl Price Karl.Price@dot.ca.gov
Calif.Dept. of Transportation, Div.of Env.Plang. 100 S. Main St. – MS 16A Los Angeles, CA 90012 213-922-4860
Rep. Jimmy Gomez <congressman.gomez@mail.house.gov>
Council Member Paul Koretz paul.koretz@lacity.org
Mike Clark <mclark.udg@gmail.com>
Darrell Clarke darrclarke@gmail.com
Coby King coby@hpstrat.com
Michael R. Kodama, Executive Director mkodama@eco-rapid.org
Wexman, Virginia W <vwexman@uic.edu>
Dana Gabbard <dgabbard@hotmail.com>

FROM: Dr. Tom Williams, President of Citizens Coalition for a Safe Community, Culver City. 323-528-9682 ctwilliams2012@yahoo.com

SUBJECT: Sepulveda Transit Corridor Project – Environmental Documents - NOP

Re: Sepulveda Transit **Scoping Comments**

I have reviewed the available documents and strongly support for scoping eliminating Alternatives 1, 2, 3, 4, & 5, both above ground and some underground alternatives for the preparation of a Programmatic EIR for the Westside and Valley corridors. I was Environmental Controls Supervisor for the Red Line Phase 1, construction management for 5 years and have contributed to rail transit, and some buses, projects in Seoul Korea, Beijing & Canton China, and Dubai UAE. I have also prepared/reviewed >500 EIRs/EISs worldwide since 1972 for structured project and for infrastructure project, road, transit, water supply, sewers, and flood controls. I also reviewed the SR-710 North Project from 1992-2014 when it was finally focused on TDM/TSM projects. I find the underground plans to be totally inadequate and incomplete with regard to alignment (e.g., keep the route dead straight, NO CURVES between stations) and to the disposition of tunnel debris/muck for hauling away from tunnel heads (e.g., TBM starts from stations at rail lines ONLY).

I am always available for clarifications and elaborations, and as President of Citizens Coalition for A Safe Community and retired assistance is Pro Bono, ctwilliams2012@yahoo.com.

A major general comment: Get a Program for how this segment fits with the broader transit plan and the SCAG Transportation Plan for 2045 and beyond, a West Main Line from Sylmar/Granada Hills by way of this Project to LAX then to Torrance/Palos Verde, with CEQA considerations as a Programmatic EIR (PEIR) with the current efforts as a Project EIR in the PEIR.

As a major part of the Program and current Project depends on ridership, provide a thorough, quantified, modelled, financial/revenue program based on SCAG 2045 projections, and new Transportation Models related to implementation of the Program during part or all of the 2045 forecast period, e.g., Torrance<>Sylmar by 2045. Provide transit models for passengers, number-car/train, headways, speeds, and loading/unloading flows within and between stations.

Program Concept Alignment and Current Sepulveda Project Corridor

Recognizing the cost and risks for underground systems, the PEIR must reconsider all stations throughout the Metro system, and as exampled by the B/Red Line/Phase 1 Station – 7th/Flower, provide for all Project stations to support 2-4 levels of underground commercial/community/parking centers with 10-20 floors of above ground mixed uses, residential, commercial, and community spaces. This approach will greatly benefit the Public-Private-Partnership (PPP) and moderate the public costs of the Project and Program across West LA and East San Fernando Valley.

Tunnel diameters/numbers must consider twin-tubes of 20-30ft diameters and minimum depth to top of tunnel of 60-100ft. Comparisons and cost estimates for larger single tunnels (40-50ft) must include time for availability, costs, time for assembly, construction ventilation and debris/muck production, and costs for production, transport, and assembly/disassembly during construction. All tunneling boring machines (TBMs) must be used for the Project tunnels and then "parked" for the next project continuation, not disassembled. Disassembly and relocation should be considered only where twin TMBs are used to reduce total construction time for the tunneling and they meet in the middle somewhere and are disassembled and removed from the tunnel and returned to the starter shafts for continued tunneling beyond within the Program corridor.

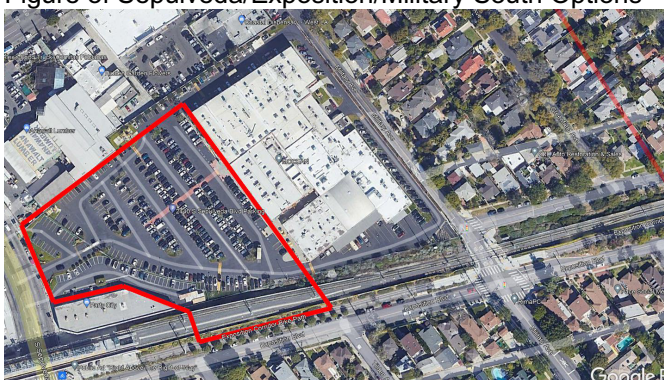
As part of the Draft PEIR/EIS, provide a Draft MMRP within the D-PEIR, rather than only during Final EIR. Similarly, provide for mandatory rather than conditional uses of mitigation, monitoring, and public reporting during construction and provide public reporting via in-person meeting and virtual meetings, and a project web-page, by station and tunnel segments.

As part of Project construction workplan, provide for acquisition for all ground level parking/storage/vacant yards (larger than 20,000sf, four typical R1 house plots) within 1000ft of stations and tunnel segment shafts which can be later integrated with Project O&M facilities and buildings after construction (e.g., areas on south side of MetroLink Tracks – Orion & Raymer, Van Nuys).

Figure of Van Nuys Yard North Options

and

Figure of Sepulveda/Exposition/Military South Options



Provide these yards for the current Project and then for continuation of tunneling Program further south to LAX and beyond and north to Sylmar.

Provide for immediate seismicity monitoring for all expected fault zones within this Project segment and next Program segments.

For station designs, provide incorporation of commercial uses for intermediate underground levels (two-three) above the platform levels (#1: 0ft gl - -25', #2 -25' - -50', and #3 -50' - -75ft, Platform level.

For corridor design and alignments, provide for all change of tunnel alignments within the station connection and within 500 feet of connecting tunnels in deceleration/acceleration elements of each tunnel.

Provide for all cross-overs between track sets to be within station and/or within 500ft of stations.

As part of the Public-Private-Partnership contracting, provide that PPP partner(s) be responsible for underground commercial/community spaces and any above ground structures above the stations up to 10-20 floors. Further consideration must be provided for paid parking replacing station underground commercial levels if justified.

Provide for a thorough geotechnical review and documentation and for groundwater studies beneath all water features (e.g., Stone Canyon Reservoirs and LA River Channel

RISK ISSUES

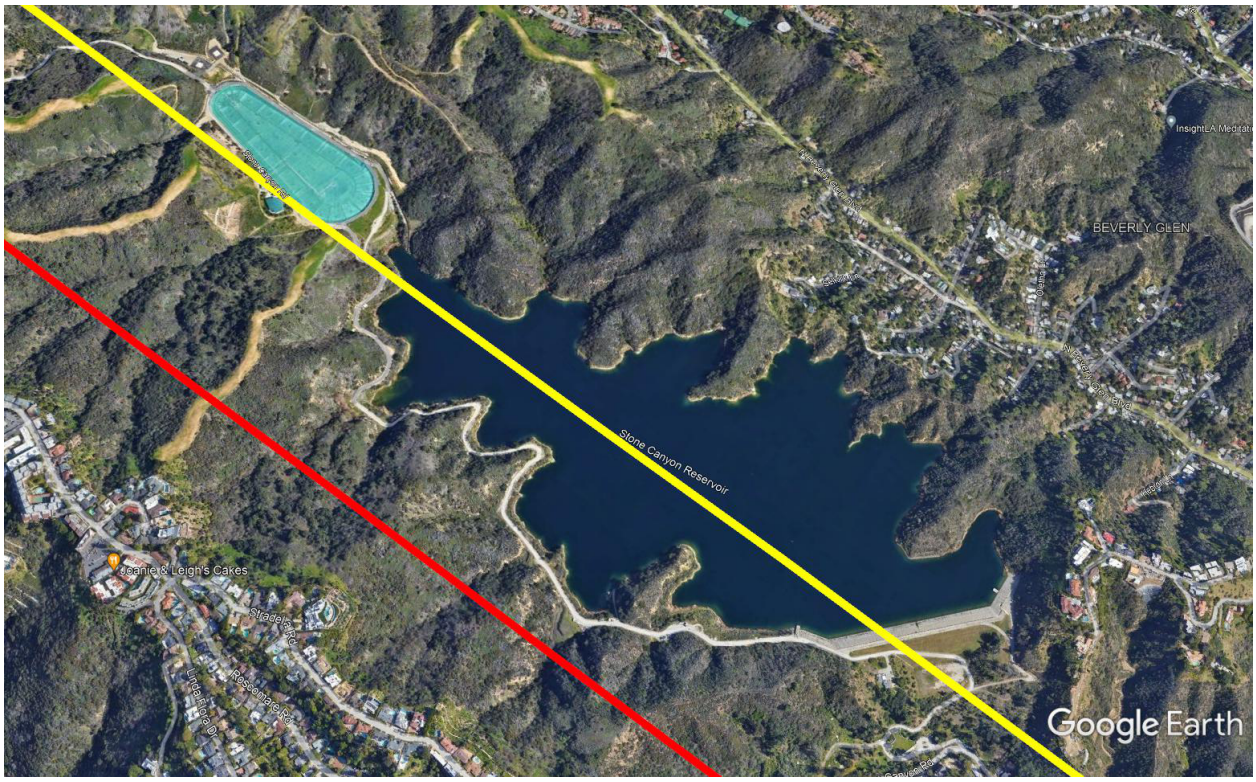
Groundwater and Recharging

Provide for initial and pre-construction geologic investigations regarding the context of tunnels/stations for the current Sepulveda Project and later Program projects.

Provide an initial ground risk assessment for all project segments for both tunnels and stations and any other underground specialized structures, e.g., fault crossing, underground cross-overs and stand-by facilities, based on dead-straight alignments between stations.

As justified by costs and risks, provide further, more intense ground risk assessments incorporating other underground structures between stations.

Based on the figure below, provide for documentation, review, and assessment of potential risks of ground level uses and structures and needs to relocate/realign project tunnels when ground risks require both for risk to Project and risks of Project on surface facilities due to ground failure above the Project.



Metro currently has heavy rail transit systems and the recommended alternative of heavy rail underground transit systems must be integrated with existing physical and O&M systems in place now, while they can be gradually upgraded during the Program implementation of numerous projects, including the current Sepulveda Project.

As part of the current Project and the Program startup, provide for compilation, review, and comparison of all Heavy Rail Systems (HRS) currently used in Metro and for documentation/assessment of all differences for reaching standard Heavy Rail System (HRS) for rails, trains, and cars by 2045. Such a unified system must become the model and specification basis for the Program/Project transit system. Where minor differences may exist the Project system must allow for minor variations during the construction and operations of the Project while setting an upgrade pathway to unify the HRS transit.

An important 2022 element for the HRS Transit must focus on the digitalization of the entire Transit system beginning with the Sepulveda Project and how to incorporate more-modern designs and implementation of upgrades to the 20th century systems to the digital/electronic/automated systems by 2045. Provide as part of the Project Description, review/assessment/alternatives and selections of an upgraded and upgradable Transit system for implementation during this Sepulveda Project and for later upgrading during subsequent projects in the Program. A central focus of upgrade of HRS tech must be electronic-based automated operating system compatible with existing and upgraded Metro Transit and eventual operator fail-safe/over-ride system on mostly automated transit system.

Provide for a construction process involving the Project and Program involving the same (with repairs/upgrades) four-six tunnel boring machines (TBM) working to build one 14-km (9-mile) long north tunnel for single tracked 20-25ft diameter tunnels. Provide for segment deliveries and debris removal to common offsite yards elsewhere in LA County, with use of existing rails at night.

Provide for daily passenger levels of 150,000-200,000 roundtrip riders (300K-500K line trips) in 2045. Provide modelled, comparative, quantified estimates for both Off- and On-Peak weekday/end travel periods.
Provide the financial relations with capital, construction, and O&M costs and funding for all modelled conditions of travel.
Provide a thorough, adequate, and complete quantified numerical model for construction costs/expenditures, operations and maintenance, travel/property revenue generation, replacement costs, and major repair/upgrade funds (with 25 years of operations).
Provide ridership costs/benefits for each Project segment and the overall Program system.

Provide a thorough risk/safety program for normal and event-based construction activities, including fire, explosions, shaking, earthquake collapses/dislocations, evacuations, and controls

Provide for Project and Program tunnel profiles for entire Program corridor. Provide for minimum of 60ft depth to top of tunnel and allow for deeper depthz 500ft beyond stations. Provide for constant grades between stations (e.g., UCLA-Ventura Blvd. Project tunnel grade: 1.2% slope).

For PROJECT DESCRIPTION, Provide precise location and boundaries shown on detailed maps with topography, community plan zoning, and private/public/federal ownership of surface properties and all subsurface properties for Full Route SR118-Sylmar to SR1/Torrance Ttl 36 mi, Project/Phase 1 Central 13 mi, Phase 2 North (Sylmar/Mission Hills) 5 mi, Phase 3 LAX 8 mi, Phase 4 Ballona/Playa Vista 5 mi, and Phase 5 South (Torrance) 5mi.

Scoping comments must lead to the Project's development and establishment of specific alternatives which can be quantitatively compared and assessed:
All alternatives must be tunneled Projects and Program. Alternative must include specific alternative station and surface yards for construction and O&M/Storage facilities locations.
Alternatives must be developed and compared using quantifiable Goals and Objectives (NEPA: Purposes and needs).
Provide Project Goals, related objectives, and policies and pathways for achieving and quantification of accomplished objectives.
Provide Program/Project goals, objectives, policies, and accomplishments for public review throughout the CEQA process.
Provide range of alternatives, comparative quantifications, and comparisons of alternatives throughout the CEQA process as appendices and online public accessible online web pages.
Provide each alternative with a progressive upgrading program for 2025-2045

Provide DRAFT Mitigation, Monitoring, and Reporting Plan in the DPEIR, DEIR-segments, and FEIR-segments and reporting/upgrading throughout the construction mitigation periods on a dedicated, publicly accessible, weekly updated web page. Provide all mitigation and monitoring as clear mandatory statement, without use of should/would/may.

Provide review, assessment, and mitigation for uses of alternative transit networks, arterials, and freeways within the Central SF Valley and West Side areas during Project's construction and the initial five-year operations as background for initiating subsequent Program-Projects phases.

Provide locations for historically disadvantaged communities within the project area and assess potential dislocation due to Station and accesses induced demand and costs increases.

Scoping comments – Basis of Design
Provide a Program and Project review, analyses, and assessment as to **ridership** , including distances, times, frequency and off-peak usage for the Program and this Project.
Provide ridership and platform on-/off-boardings for peak hour, 2nd-peak, and off-peaking periods
Provide Peak-hour and off-peak period train capacities, numbers of cars, headways/frequency
Provide train speeds for Peak, Second-Peak, and Off-Peak services

Provide train transfer pathways and coordination within each Project station and amongst related pedestrian and transit pathways and connections.
Provide flowcharts/pathways as to passenger transfers of Bus:Train and Train:Bus and for at least five destinations/origins served by Station in the pedestrian First-Last Mile connections.

Provide review and assessment of improve accessibility by income category (e.g., at least two groups below and two above median household incomes of the riders) and measures for station access and travel patterns to promote equity.

Provide pathway access networks for riders' origins and destinations for each station, and Project improvements of such, e.g., improved access for Equity Focused Communities (EFC).

Provide SCAG's based 2029-2045 EFC projections and focused measures of each Project alternatives to address needs and conflicts for EFC.

Provide review and assessment of Program corridor/service area and ten greatest mobility needs and a comparison of Project and Program measures to meet such needs.

Land Use
Provide SCAG projected populations, households, and jobs for 2045 and highlight any imbalance of population and jobs by TAV within the service area of the immediate, and later transit projects for the Sylmar-Torrance corridor.
Provide land use and growth conditions and 20-year projections for the one mile radius of each station along with current and expected commercial expansions and raising building lines (2>4>8>16>30+ floors)
Review potential for Growth Inducement in accordance with and beyond that current projected in the City's General Plan and Project Community Plans.
Provide projections of transit-oriented corridors for each station and affected arterial corridors.
Review, assess, and mitigate potential growth within 2500ft surrounding the stations/and above ground structures through the SCAG projections through 2045.

Infrastructure
Provide technical/environmental review for adding water supplies, sewerage, and power systems within top and bottom compartments of typical round tunnel sections with rectilinear track boxes to augment existing nearer surface systems for support of future service requirements to and beyond 2045.
Provide specifically for a purified wastewater force main from Hyperion Treatment facilities to the LAX Project Segment thence northward through the Sepulveda Project and eventually to the north Valley-Sylmar Project Segment. Such a force main may either replaced or augment the currently Dept. Public Works proposed Carson>DTLA>Glendale>Sylmar force main.

Transportation
Provide review, comparisons, and assessments of the Project and Program of projects for all rail transit projects of I-110/US-101/SR-170/I-5 with the SCAG/SCAQMD Transportation Plans through 2045. Provide current and projected bus/road transit projects and their relationships and combined services through 2045.
Provide for cycling/active-pedestrian pathways within 2500ft of each station, including tree planting for shade for pedestrian/surface transit stops.

Visual/Aesthetics,
Provide review and assessment for visual/noise impacts associated with stations, structures, and surface development within 2500ft of each station.

Cultural Resources/Tribal Cultural/Paleontological Resources,
Provide review of all historic aerial photos and surface descriptions to review and assess historic, prehistoric, and paleontological resources for each station and surface access facilities.

Provide review of potential paleontological resources for each station and segments and provide mandatory review of rock sampling/preservation, e.g., inspection/sampling/preservation at 500-1000ft intervals during tunneling and mitigative collection/preservation of fossil as part of each station facilities.

Provide surface trial pits and excavation monitoring and subsurface (e.g., boreholes) borings for documentation, review, and assessment of all surface facilities, connected to tunnels, and assess likelihood of fossil and unique geologic structures during excavations and tunneling. Provide collections, preservation, and public access to documents for all unique and valued resources and provide storage and exhibition for most.

Geology

Provide a thorough and complete review of all known/expected fault lines discovered near to or crossing the Project and Program corridors.

Provide geotechnical borings and assessment for potential and known soil liquefaction and risks within 500ft of the LA River channel and of the Stone Canyon reservoirs.

Provide images and reports of ground surface subsidence and uplift and for LiDAR surveys of the Project corridor prior to construction.

Provide collection, review, assessment, and public access available via websites for all geological considerations, reviews, and assessment of seismicity/topography for all tunnels and stations. Implement immediately micro-mega seismicity monitoring (-2 - +4RM) of the entire Program corridor and enhanced risk evaluations (enhanced arrays for locating and event recording) for Project corridor and stations.

Provide designs/plans for a twin tunnels with cross-overs at/in fault crossing boxes and include as a Project element as needed (e.g., for Benedict Canyon and Hollywood/Sta.Monica Faults).

Provide compilation of all known reported fault traces in or within 5000ft of the Project/Program corridors.

Provide for movements of tunnels on smaller, less risky faults, e.g., N-S ends of Stone Canyon Reservoirs and others as identified during Project development and actual tunneling.

Provide weekly updated construction tunneling progress and documentation with seismicity monitoring/recording.

Provide thorough documentation and review of historic and current Hazardous Waste/Materials within sites and 100ft lateral extension, and provide a 3-5 level tiered assessment of risks for encountering contamination of wastes, gases, or fluids during station excavations and tunneling.

Hydrology

Provide thorough documentation and review of historic and current water resources within station sites and 100ft lateral extension and along tunnel segments (e.g., groundwater, tanks (e.g., Stone Canyon), reservoirs (e.g., Stone Canyon), major water pipes and sewers (>24in diam.) and provide a 3-5 level tiered assessment of risks for encountering such or influencing such hydrologic assets and hindrances.

Provide for groundwater monitoring throughout the tunneling process and for 6 months prior to and following tunneling, e.g., borehole and monitoring for groundwater at the depth of the tunnel and 50ft below.

Air Quality

Based on both construction and operations, establish and provide the pre-construction and then quarterly updated air quality conditions and impacts of construction and operations and provide for daily updated public reporting by web-pages and with public subscriptions.

Provide monitoring, assessments and mitigation measures for Project segments' construction sites, including at least one quarter prior to initiation of construction.

Provide evaluation of mitigation effectiveness and require upgrades on a quarterly basis for sites with lesser effective mitigations.

Provide continuous air quality and local meteorological monitoring stations at one-mile intervals within each Project segment for the construction and 5 year operation periods.

Project

Provide comparison of all existing Metro heavy rail systems including specifications and all vertical and horizontal clearances required for safe, normal operations and the lengths and locations of any variations, west of DTLA (e.g., Metro B/Red Line and Metro D/Purple Line.

Provide comparisons and evaluations for establishing design specifications for the safest and most economic heavy rail transit specifications and configurations.

Provide a thorough, adequate, and complete review and assessment for automated options for each heavy rail alternative compatible with physical dimensions of its existing system and recommend selection for the proposed Program and current Project.

Provide review and design plans for interconnecting tracks and underground tunnels, including those of surface Heavy Transit Rail systems.

STATIONS

All Project alternatives must have stations at: Metro-Link/RR, Ventura Blvd., UCLA, and north of Santa Monica Airport and connecting with the D/Expo Line.

The southerly-/northerly-most stations must provide for southerly connections for the LAX Extension Segment and for future Sylmar extension of the Program.

No station should have any “long-term parking” structures unless related to commercial structural development.

UCLA Station

The Project must serve the main UCLA campus directly, so Metro must eliminate the above ground monorail Alternatives 1-3, entirely. The Project must include at least review/assessment/mitigation for three station site alternatives for review/assessment. As examples:

1) Intermural Fields/WoodenCenter
2) Fowler Slope between Wilson Plaza and Dickson Court
3) Parking Structure 8 Transportation Office

As part of the PPP, UCLA alternative stations must include on- or off-campus properties and subsurface property owners with 2-3 levels of convertible underground parking replacement and training-community-commercial facilities (e.g., W Los Angeles/Marriott) in addition to the Transit Platform.

Segment Terminal Stations

Where possible (and as alternative) stations must be provided at/beneath existing rail corridors and provided with construction access to nighttime use of existing tracks for export of tunnel/station debris and delivery of station and tunnel materials (e.g., ties, rails, train-cars, concrete, and tunnel segments).

Over the Program life, 2030-2070, provide for rail interconnections with compatible trackworks, Provide for vertical conveyance of export/imported materials and equipment. Provide for all construction access to be used for operations and maintenance.

SCAG TAV 2045 Transportation Model

Provide for SCAG incorporation of the HRS Westside/Valley Program into the future SCAG Transportation Plan for 2045 and later.

Douglas Emmett

1299 Ocean Avenue, Suite 1000
Santa Monica, California 90401
Telephone: (310) 255-7700

February 9, 2022

To: The LA Metro Board of Directors regarding the Sepulveda Transit Corridor Project

RE: Sepulveda Transit Corridor – Support Alternatives 5 & 6; Oppose Alternatives 1, 2, 3, & 4

I am writing to you on behalf of Douglas Emmett to submit our positions and comments on Metro's environmental process and the six Sepulveda Transit Corridor ("STC") alternatives. Douglas Emmett owns and operates over 18 million square feet of office properties, a large number of which are located above purple line stations at Wilshire/La Cienega, Wilshire/Rodeo, Century City, and Westwood. We also own large commercial properties situated on three of the four corners at the intersection of Sepulveda and Ventura Boulevards in Sherman Oaks, an intersection with a station proposal in Alternatives 4 and 5.

Douglas Emmett is supportive of the expansion of the Los Angeles's subway system. The completion of both the Purple Line and the STC will provide quick, seamless access linking the San Fernando Valley to Downtown LA with stops at major job centers along the way. These subways will ease traffic congestion by removing cars from our streets and freeways which, in turn, will reduce tailpipe emissions that are a major contributor to global warming and undesirable health issues for people living alongside our major streets and freeways. A subway will also provide an economical transportation alternative for lower income Angelinos to reach our job centers.

To be successful we believe that the STC must provide effortless access between the San Fernando Valley and job centers on the Westside and Downtown Los Angeles. Of the six proposed alternatives we believe that only Heavy Rail Alternatives 5 and 6 accomplish this. Two attributes of Alternative 5 and Alternative 6 standout: 1) both alternatives run underground from end to end, which limits the negative impacts on surface street traffic, view corridors and noise pollution and 2) both alternatives have a campus station at UCLA with an easy, underground connection to the Purple Line at Westwood.

- **Valley Heavy Rail Alternative Must be Under Ground:** STC Alternative 4 proposes an above grade heavy rail system that will dramatically negatively affect our San Fernando properties and all of the commercial and residential properties on Sepulveda Boulevard north of Ventura Boulevard. These negative impacts include noise pollution, unsightly infrastructure, and increased traffic congestion, all of which reduce the quality of life for those near the rail. Metro built, and is building subways, not above-grade heavy rail, throughout West Los Angeles, Hollywood and Downtown, to avoid these negative impacts. Why is metro proposing that San Fernando Valley residents and property owners suffer hardships that Metro avoided elsewhere by putting the heavy rail underground? We recognize that

Douglas Emmett

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underground rail is more costly than above grade. However, this is an infrastructure investment with a 100+ year useful life so incremental costs need to be viewed within the proper contextual timeframe. Also, the long-term negative economic costs from noise pollution, neighborhood degradation and increased surfaced traffic must also be considered in any cost/benefit analysis.

- **UCLA Station:** UCLA is the largest employer located West of Downtown Los Angeles, educates over 47,000 graduate and undergraduate students annually, and the UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. By Metro's own estimates a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system. A direct, underground stop at UCLA linking to Westwood will provide accessibility to jobs, healthcare and education for Angelinos throughout Los Angeles. The monorail proposed in Alternatives 1, 2, and 3 has poor connectivity to UCLA and involves cumbersome transfers that will increase commute times, negatively impact neighborhoods and ultimately result in poor ridership. Any decreased ridership will increase the costs per passenger and decrease desired reductions in tailpipe emissions and automobile traffic.

To reiterate, we applaud Metro's effort to design a mass transit system linking the San Fernando Valley with the Westside and Downtown LA , support Heavy Rail Alternative 5 and Heavy Rail Alternative 6 and oppose Alternative 1, Alternative 2, Alternative 3, and Alternative 4.

Thank you for your consideration,

Kevin A, Crummy
Chief Investment Officer

February 11, 2022

Sepulveda Transit Corridor Project
Attention: Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
sepulvedatransit@metro.net

Subject: **Sepulveda Transit Corridor Project Public Scoping Comment**

Mr. Carter:

For the past three years the Bel-Air community has attempted to engage with Metro staff in an effort to gather information on the proposed Sepulveda Transit Corridor Project, hoping to understand Metro's methods and motives. This experience has been frustrating at best. The lack of insight and transparency has shown the disinterest Metro staff holds for those concerned about the deleterious effects the project would have on their communities.

Issues of project affordability and time of construction will affect our community similarly to all other communities in Los Angeles. However, Metro's proposal to place a subway tunnel under our homes, streets, and schools means the Bel-Air community will be disproportionately harmed by environmental damage, eminent domain/sub-surface easements, and geotechnical instability.

For these and many other reasons, the Bel-Air Association submits the following comments and questions for the Public Scoping associated with the Notice of Preparation for the Sepulveda Transit Corridor Project.

Outreach & Transparency

From the beginning Metro staff has shown little interest in non-subway alternatives for the Sepulveda Pass Project, and has routinely given arbitrary reasons as to why these alternatives would not be feasible for other modes or paths of travel. For example, three years ago Metro staff claimed their addition of a Toll Lane on the 405 Freeway precluded a monorail alternative along its median. Meaning, before any official proposals were made, Metro was claiming its own Toll Lane project would preclude a less expensive and faster to construct Transit Project.

Metro has created a process that is designed to favor a subway project. Four years ago, interested communities were under the impression that a subway piercing through Sherman Oaks and Bel-Air was the only way to achieve a dedicated stop at UCLA. Before this misconception could be addressed, Metro placed a muzzle on all companies who submitted proposals. This muzzle kept project applicants from speaking to anyone attempting to correct the misinformation that had spread.

Metro's muzzle effectively made Metro the ONLY source of information. However, we were told that once the Metro Board chose the two companies that would "compete" for the project, the community could once again speak to the project applicants. However, once the Metro Board chose the two competing companies, Metro refused to remove the muzzle for project applicants. This gave Metro a monopoly on controlling information, and further exasperated the frustration felt by many.

One of the largest discussion points associated with the Sepulveda Project has surrounded UCLA having its own on-campus Metro Station. Both project proposals have at least one plan with a dedicated stop on the UCLA campus. However, because of Metro's refusal to allow any of the project applicants to speak to confused groups or individuals, large segments of the community still believe the subway is the only opportunity to have a Metro Station at UCLA.

How will Metro address these shortfalls in transparency? How will Metro repair the damage caused by allowing misinformation to spread, then silencing the only people with a vested interest in making sure the community heard accurate and complete information?

The sad reality is those communities most impacted by the Sepulveda Transit Corridor Project have lost trust in the process, and the information being controlled by Metro staff. **Will Metro allow the project applicants to address questions and concerns the community may have about their specific proposals?**

Construction Conflicts & Eminent Domain

For the past decade the Los Angeles hillsides have seen an explosion in new construction projects. These projects vary greatly in size and often exceed the average square footage of a grocery store (40,000SF), many with questionable adherence to current building and planning codes. These hillside projects sit upon a wide range of topography, from nearly flat to sheer cliffs. In nearly every instance the projects are located on Substandard Limited Hillside Streets and require caissons and solder piles to be driven deep into the earth to provide structural integrity and combat high water-tables and liquefaction.

Subsurface construction is precarious on a good day, and deadly on a bad one. Metro's desire to build a tunnel under a westside hillside community seems to be a recipe for disaster. Nearly every project above the potential tunnel will need to construct caissons and pilings into bedrock to meet today's geo-technical and structural standards. However, many of those projects will not know the exact depth their caissons will need to go to hit bedrock. So, the depths of drilling are often unknown. Caissons reaching 80-100 feet in depth have occurred. **How will Metro address this**

issue and other geo-technical requirements for properties above their sub-surface easements? How will Metro enforce drilling limitations for the projects above them? What is the depth of the actual proposed tunnels and equipment that will be under the Bel-Air community? What subsurface limitations will Metro be placing on the properties above the tunnels?

Alternatives 4,5, and 6 propose a potential elevated heavy rail lines with mostly subterranean subway variations. In all instances, these Alternatives will be running beside, or below some of the most expensive real-estate in the County. Understanding the specific process and limitations of subsurface easement and how property owners are compensated is important. Additionally, Metro should provide analysis on the potential for loss of property value for those directly above, within the easement area, and within an area known to have a subway below.

A question that has been asked consistently for the past three years, but never answered, is: **What will be needed for the proposed subways in the form of surface vents, escape/access tunnels, and permanent surface installations? How will those properties that can no longer be built on or improved upon be compensated?**

The westside hills are a giant liquefaction zone with a very shallow water-table. In addition, natural springs and seasonal waterways are common throughout Bel-Air. Stone Canyon is notorious for its shallow water-table and crisscrossing "creek" that fills and empties water seasonally. How will Metro mitigate these liquefaction causing elements and ensure the integrity and stability of your tunnels?

The Bel-Air community is home to Lower Stone Canyon reservoir, a 117 acre open body of water. Built in 1924, the reservoir is an earth dam with little improvement completed on the down-stream (Stone Canyon facing) side. The prospect of a subsurface tunnel anywhere near this 100 year old earth-dam causes extreme concern. This is even a greater concern when you realize Stone Canyon Road is the spillway in the event of a failure. Should that failure be significant, the damage and loss of life would be nothing short of catastrophic. With nearly 3.5 billion gallons of water, the residents along Stone Canyon and its adjoining streets would be obliterated. The tidal wave wouldn't have an opportunity to dissipate until it reached UCLA, across Sunset Blvd. Much of the northern portion of UCLA and anyone unlucky enough to be there could be wiped-out as well.

It is critically important to understand the potential for damage to, and potential failure of the Lower Stone Canyon Reservoir. **What are the damage and death toll scenarios in the event a failure occurs? How will tunneling under Bel-Air generally, and near Stone Canyon Reservoir specifically, affect the stability of Lower Stone Canyon Reservoir?**

Cir. 1962 Aftermath of Bel-Air Fire. Construction of 405 in background.

Over the past four years, Bel-Air has experienced nearly 20 wild fires, with at least a dozen requiring airdrops of water from fire department helicopters. With Bel-Air considered a Very High Fire Severity Zone, many in the community are losing their fire insurance. We must understand what affects the venting systems will have on both the community and tunneling system. **Can a large-scale fire on the surface cause issues in the tunnels? Can a fire in the tunnels affect the community above? Will eminent domain occur to provide these vents and escape tunnels?**

Costs & Considerations

Angelenos need real and usable mass transportation from the Valley to the Westside, not decades of promises and slick concepts. Metro currently states that completion of this Valley/Westside project will not be completed until 2035 (13 years). It is hard to imagine the Sepulveda Corridor Transit Project will be the first Metro project to be completed on time and within budget. **With**

construction and litigation delays a near certainty, has Metro analyzed the likely completion date based on those factors? If so, what is the more accurate completion date?

The inclusion of a UCLA Metro station might be a wise decision in the abstract, but that single stop will increase the current project cost $2bn - $8.6bn, compared to the least expensive Alternative. With such a heavy financial cost, Metro must understand the following: **How many of UCLA's students, professors, and staff actually live in and around Van Nuys? How many of those students and professors do you estimate would use train? How does that compare to overall projected ridership? Since students often have class schedules outside of rush-hour time frames (the incentive to use the train), how does that factor into the analysis? How much time is added to a Valley to Westside trip when a UCLA stop is made? How many years are added to the overall project when there is a dedicated UCLA station? How does the increase in construction time and cost effect/delay the next phase of the Corridor Project that connect the Westside to LAX? What are the ridership numbers for those connecting to the Purple Line?**

Sepulveda Transit Corridor
Alternative 1 (Monorail)

ALTERNATIVE 1
Monorail along 405 with Electric Bus Connection to UCLA
LA SkyRail Express

Route: 15.3 miles along 405 median. East shoulder of 405 in Valley.

Stations: Eight aerial stations.
Four in Valley.
Four on Westside

.
UCLA Connection: 1.4 mile electric bus connection.

Affordability:
Cost of $6.9 billion. Therefore Affordable per Metro's $6.9 billion budget.

<u>Acceptable Alternative if Valley portion is moved from the shoulder of 405 and onto median.</u>

Sepulveda Transit Corridor
Alternative 2 (Monorail)

ALTERNATIVE 2
Monorail along 405 with Automated People Mover Connection to UCLA
LA SkyRail Express (Metro contractor).

Route: 15.8 miles along 405 but route is along 405 east shoulder in Valley.

UCLA Connection: 1.0-mile UCLA automated people mover

Affordability:
Cost of $7.0 billion

<u>Acceptable Alternative if Valley portion is moved from the shoulder of 405 and onto median. Possibly affordable per Metro's stated budget.</u>

Sepulveda Transit Corridor
Alternative 3 (Monorail)

ALTERNATIVE 3
Monorail along 405 with Tunnel Under UCLA
LA SkyRail Express

Route: 16.2 miles along 405

UCLA Connection: 3.3 mile tunnel under Bel Air community to on-campus station.

Affordability:
Cost of $8.9 billion in 2022 dollars (Reference 15).

<u>Acceptable Alternative if 1. Tunneling portion avoids residential communities and 2. Valley portion is moved from the shoulder of 405 and onto median. Likely unaffordable per Metro's stated budget.</u>

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

ALTERNATIVE 4 – Heavy Rail Subway under Bel-Air. Elevated above Sepulveda Blvd. in Valley
Sepulveda Transit Corridor Partners Bechtel

Ridiculous proposal. An example of the contempt Metro has for the communities that will forever bear the impact of this project.

Tunnels under Bel-Air causing significant geological and property damage.

An elevated heavy rail line rumbling down Sepulveda Blvd. next to homes, businesses, and office buildings, is the height of hubris on Metro's part.

Twenty years ago the pride and connection our local leaders had for the valley would have quickly placed Alternative #4 on the burn pile. Since that local leadership is lacking, the Sherman Oaks community has organized to do it themselves. And we are happy to join that fight. **Not Acceptable.**

Sepulveda Transit Corridor
Alternative 5 (Heavy Rail)

ALTERNATIVE 5
Heavy Rail Subway under Westside, Pass, and Sepulveda Blvd in Valley
Sepulveda Transit Corridor Partners Bechtel

Route: 14.0 miles under Westside, Sepulveda Pass, and Sepulveda Blvd in Valley.

Affordability
Cost – $15.9 billion

Not Acceptable. Underground route damages Sherman Oaks and Bel Air communities.
Not Affordable.

ALTERNATIVE 6 – Heavy Rail Subway under Westside, Pass, and Van Nuys Blvd in Valley
HTA Partners

Route: 12.6 miles under Westside, Sepulveda Pass, and Van Nuys Blvd in Valley.

Affordability
Cost: $15.3 billion

Not Acceptable. Underground route damages Sherman Oaks and Bel Air communities.
Not Affordable.

The Bel-Air Beverly Crest Neighborhood Council has offered an environmentally superior and cost-effective alternative to the costly scenarios currently offered. Instead of the gimmick of adding a toll lane to the freeway, Metro could add an electric Bus Lane. The use of a dedicated bus lane on the 405 Freeway would create a dedicated and congestion free pathway at a fraction of the cost, and at a fraction of the construction time. **Has Metro considered such an alternative?**

Closing

With an unprecedented opportunity to reimagine the transportation potential of one of the most congested yet visionary cities in the world, Metro has chosen yet again, an 1850's technology that will financially burden the next two generations. It won't be built within most of our lifetimes and will be obsolete the day its finally completed. We look forward to your written and substantive responses to our specific questions and concerns.

Thank You,

Jamie Meyer

Jamie Meyer
President
Bel-Air Association

Shawn Bayliss

Shawn Bayliss
Executive Director
Bel-Air Association

Brentwood Glen Association

Attached is the comment letter for the Brentwood Glen Association.

Cori Solomon
President
Brentwood Glen Association

BRENTWOOD GLEN
ASSOCIATION

Cori Solomon, President
Jon Feldon
Stacy Galina
David Heldman
Margaret Orenstein
Mary Pringle
Jacqui Rosen
Neil Smolen
Teri Solomon
Yoram Tal

February 10, 2022

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

Regarding: Sepulveda Corridor Transit Pass Scoping Comment

Mr. Carter:

Brentwood Glen Association ("BGA") is a community of 500 families bounded on the West by the. Veterans Administration property, on the north by Sunset Boulevard, on the east by Church Lane, and on the South by Waterford Street. Our neighborhood straddles the I-405 freeway and will be significantly impacted by some of the proposed alternatives suggested during the scooping process for the Sepulveda Corridor Transit Pass Project.

We strongly support Alternative 5 or 6 because it has a direct stop at UCLA and the most direct route connecting with the Purple Line and Expo line.

Furthermore, combining the best aspects of Alternative 5 and 6 into one alternative, whether automated or manned, would ultimately ensure the shortest, seamless connection to the LAX, especially if the Expo line stop is at Sepulveda because the train would run parallel to the 405.

The Brentwood Glen Association has the following concerns we would like LA Metro to address in its full environmental review.

1. No Neighborhood Encroachment: While details were not provided as to how the options would be built with an aerial alignment along the I-405, it leaves on the table the possibility of land acquisition and further neighborhood encroachment into surrounding Brentwood Communities, such as Brentwood Glen. Given that land acquisition was presented as an option for the I-405 Sepulveda Pass ExpressLanes Project and previous land acquisition for the I-405 expansion in 2009, **We strongly oppose alternatives 1,2,3, and 4 with alignments and final designs that result in the possibility of property acquisition.**
    - How will the alternatives aligned with the I-405 coordinate with the Sepulveda Pass I-405 ExpressLanes final selection?
    - What existing right-of-way will the alternatives with aerial alignments along the I-405 use?

2. Provide a UCLA Stop: We support increased connectivity established under the Sepulveda Transit Corridor alignments. We strongly support any alignment that includes a direct stop at UCLA. Without this alignment, it places the burden on riders and may make taking transit a less desirable option.
    - A stop at UCLA ensures seamless transfer.
    - How will the alternatives without a stop at UCLA ensure seamless transfers and operate comparable travel times to UCLA similar to the alignments with a stop?
    - Will the transfers be free of charge?
    - Not having a Metro stop at UCLA would be a missed opportunity being UCLA is one of the largest employers in Los Angeles County.

BRENTWOOD GLEN
ASSOCIATION

3. Minimize Negative Impacts to Surrounding Neighborhoods: Between construction and operation of a new transit line, we urge LA Metro to consider the alternative that will result in the least negative impact to surrounding neighborhoods.

    - How will the alternatives mitigate disruption to residents and commuters during the construction phase, including detours, street/sidewalk closures, dust/particles, and noise?
    - What will the operational noise impacts be for alternatives with aerial alignments?

4. The alternative chosen must reflect the shortest distance, shortest ride, and a seamless connection between the San Fernando Valley, the Purple Line, and the Expo Line.

5. Alternatives 1, 2, 3, aerial alignments will cause considerable disruption to the freeway and surface streets during construction. Alternatives with above ground construction will cause an already congested 405 freeway through the Sepulveda pass and its surrounding surface streets to be far worse for the length of construction. In addition, air quality along the Sepulveda Pass for the length of the construction will be worse due to dust and dirt.

    - What is the noise and vibration impact of the monorail options?

6. Alternative 4 will cause considerable disruption at the intersection of Sepulveda and Ventura Blvd.

We look forward to working with L.A. Metro to create an equitable solution that does not negatively impact the surrounding community.

Sincerely,

Cori Solomon

Cori Solomon
President
Brentwood Glen Association

Angeles Chapter
3250 Wilshire Blvd. #1106
Los Angeles, CA 90010
(213) 387-4287
angeles.sierraclub.org

February 11, 2022

Mr. Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012

Via email: sepulvedatransit@metro.net

Subject: Scoping Comments on Sepulveda Transit Corridor Project

Dear Mr. Carter,

The Sierra Club appreciates the opportunity to submit Scoping Comments to Metro for the Sepulveda Transit Corridor Project. We have long followed and supported this project concept in its earlier planning phases, and look forward to its construction and opening as an alternative to the traffic-jammed I-405 freeway. Following are our comments:

- Most important, this project *must directly serve the center of the UCLA campus*, for its 45,000 students and 30,000 staff members (data per Wikipedia, for 2019).
- Therefore, Monorail Alternatives 1 & 2 *must calculate the total trip time to the center of UCLA*, including time waiting for a transfer, and given those unavoidable delays these alternatives should be discarded from further consideration.
- Further, there is also no I-405 median space in the southbound direction south of Sunset Blvd. for monorail columns.
- The Sepulveda Pass has been periodically impacted by wildfires, including full closures of I-405. Impacts of closing an above-ground transit line must be considered, and continued operation of a tunnel during such an emergency noted as a benefit.
- Consider provision of a wildlife corridor crossing of I-405 for project mitigation.
- HRT Alternative 4's aerial structure above the middle of Sepulveda Blvd. *has no precedent in Los Angeles* and would become an Environmental Justice issue in Van Nuys.
- Consider phasing in the San Fernando Valley, initially only north to the Orange Line.
- Valley trip modeling is needed to determine whether to prefer Sepulveda or Van Nuys Blvd. and whether the Van Nuys Metrolink station still makes sense as the terminus.

- Where is the best location to intercept trips via express buses and automobiles from Santa Clarita and the northwest San Fernando Valley?
- HRT vehicle technology should be compatible with existing Metro HRT.
- Consider studying new alternatives from the Orange Line to the San Fernando Valley terminus, such as an interline to the Red Line in North Hollywood.
- Consider a monorail stop at Ventura & Sepulveda Boulevards.
- We oppose any platforms in the middle of a freeway, for pedestrian access and noise.
- Include adjacent areas in the project study area that have significant numbers of transit riders going to or through it, such as parts of Del Rey, Encino, Mar Vista, and Palms that are currently excluded. These areas have significant numbers of multifamily apartment buildings that generate above average transit ridership.
- Investigate soil liquefaction risk near the L.A. River.
- Study both Sepulveda and Bundy interim southern termini for the different alternatives.
- As a response to gentrification, seek a way to provide tenants' opportunities to purchase non-rent-controlled apartments near the project's stations.

Thank you,

Darrell Clarke
Sierra Club Angeles Chapter Transportation Chair

South Robertson People's Committee

Friday, February 11th, 2022
Dear Metro Planning Staff, and Sepulveda Transit Corridor Environmental Evaluation Team,

We the South Robertson (SORO) People's Committee represent a group of stakeholders in the South Robertson neighborhood of Los Angeles. Our community is bound by La Cienega and Robertson Boulevards, with a northern boundary of Beverly Hills and southern boundary of Culver City. Our stakeholders are regular transit users, with access to key current and future high quality transit corridors. Our organization is a strong supporter of Metro initiatives, including recent changes to the agency's Joint Development policy, the planned Bus Rapid Transit project on La Cienega Boulevard, and future connections to the eagerly awaited Purple (D) Line Extension through the northern segment of our community. Our residents are following the Sepulveda Transit Corridor Project closely, as we will be deeply impacted by the decisions Metro makes. Our community has been a longstanding stakeholder of this transit project, as we have been home to UCLA students commuting to campus by transit for years. Our community straddles both the Expo (E) Line and future Purple (D) Line extension, and the Sepulveda Transit Corridor will provide a much needed missing connection between the two.

As Metro continues its evaluation of this project through the conclusion of the scoping phase, we strongly request that Metro focus on the criteria that will benefit disadvantaged, marginalized, and transit-dependent communities. We urge the Metro Planning Department and consultants to focus on certain specific measurable qualities of this project. The key factors that should determine the alternative, route, and transit mode selected should ensure that this project serves the region for generations. These factors include ridership, the speed of travel from end to end, capacity, and the direct service of key locations. The Sepulveda Transit Corridor Project will revolutionize transportation for Los Angeles County, and travel between the Valley and Westside, as well as eventually LAX. Only alternatives with higher ridership should be moved forward, as well as alternatives with the capacity for higher future ridership as travel demand and populations grow over the coming decades, as well as the mode that ensures this capacity. This project will ensure much needed transit equity, and the people of Los Angeles deserve a project with the fast end to end travel time, and a mode that enables these higher speeds. This project has the ability to help connect largely underserved populations, and the people of Los Angeles County deserve direct transit connections to key transit destinations like the UCLA Campus. It is also important that Metro does not sacrifice these crucial criteria in exchange for a cheaper or more quickly delivered project. We strongly prefer that Metro eliminate alternatives and travel modes that perform lower on these measurements, even if that delays the project or results in increased costs. This project is simply too important for Metro to cut corners, and it is preferable that Metro get the project right. Quite frankly, Metro should not pursue a Public Private Partnership (P3) as a delivery tool unless it meets these preferred criteria, and should not rush to implement a project simply for the sake of delivering a project.

We strongly support Alternatives 4, 5, and 6, and prefer an Expo (E) Line connection at Sepulveda due to surrounding land use. We support both elevated and underground alignments, and believe a station located directly on UCLA's Main Campus to be crucial. We consider Heavy Rail to be a firm Red Line, and will strongly oppose any the project as a monorail of any alignment. We request the

evaluation team to further Alternatives 4, 5, and 6, to look into terminating at the Expo/Sepulveda Station for all alignments, for extended underground station lengths for all alignments, and to eliminate Alternatives 1, 2, and 3.
We look forward to engaging with Metro further on this project and others that impact the South Robertson area, and for continued support for Metro initiatives that serve disadvantaged and marginalized communities.

YOURS SINCERELY,
THE CONCERNED STAKEHOLDERS OF THE SOUTH ROBERTSON PEOPLE'S COMMITTEE

SORO
People's Committee

Friday, February 11th, 2022

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We look forward to engaging with Metro further on this project and others that impact the South Robertson area, and for continued support for Metro initiatives that serve disadvantaged and marginalized communities.

YOURS SINCERELY,
THE CONCERNED STAKEHOLDERS OF THE SOUTH ROBERTSON PEOPLE'S COMMITTEE

February 11, 2022

Sent via email

Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012
sepulvedatransit@metro.net

Re: Sepulveda Transit Corridor Project

Dear Mr. Carter:

These comments are submitted on behalf of the Center for Biological Diversity, in coordination with the Sierra Club Santa Monica Mountains Task Force, Brentwood Alliance of Canyons & Hillsides and the Brentwood Hills Homeowners Association (the "Coalition"), regarding the Sepulveda Transit Corridor Project (the "Project"). The Coalition has reviewed the proposal and provides these comments for consideration by the LA Metro. As outlined in further detail below, we urge LA Metro to fully consider and mitigate the impacts of the Project on mountain lions and wildlife connectivity, as required by the California Environmental Quality Act ("CEQA").

I. LA Metro Must Analyze and Mitigate Impacts of the RTP/ATP to Mountain Lions (*Puma concolor*).

LA Metro has an obligation under CEQA to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. (Pub. Res. Code § 21061.) CEQA further requires a lead agency to mitigate to the extent feasible significant impacts. (CEQA Guidelines § 15064.4.) More specifically, CEQA requires a "mandatory finding of significance" if there is substantial evidence in the record that a proposed plan or project *may* cause a "wildlife *population* to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially

reduce the number or restrict the range of an endangered, rare or threatened species . . . ." (CEQA Guidelines § 15065(a)(1); see also CEQA Guidelines Appendix G, §§ IV. (a), (d).)

The mountain lions in LA County are part of the "Central Coast South" population of mountain lions, which is provisionally listed under the California Endangered Species Act ("CESA"). In compliance with CESA, the project must therefore be designed to allow safe passage of mountain lions under or over components of the project that cross mountain lion movement corridors. (*Id.*) In addition, any structures adjacent to open space should include mitigation measures that reduce or eliminate mountain lion conflict (e.g., livestock should be kept in lion-proof enclosures at night), lighting should be turned away from open space, noise should be limited, pet cats and dogs should be kept indoors, and measures that reduce the risk of wildfire ignitions and/or spread should be required (e.g., avoiding new development in fire-prone areas and retrofitting existing communities with solar microgrids, ember-resistant vents and roofing, and 100-foot buffer immediately adjacent to structures with lightly irrigated native vegetation).

Here, any further impairment of connectivity or destruction of habitat has the potential to significantly impact local mountain lions and other wide-ranging species, like deer, bobcats, and coyotes. By way of background, there is ample scientific evidence that indicates that human activities and land use planning that does not integrate adequate habitat connectivity can have adverse impacts on mountain lions. Continued habitat loss and fragmentation has led to 10 genetically isolated populations within California. Several populations in Southern California are facing an extinction vortex due to high levels of inbreeding, low genetic diversity, and high human-caused mortality rates from car strikes on roads, depredation kills, rodenticide poisoning, poaching, disease, and increased human-caused wildfires (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Benson et al. 2016; Gustafson et al. 2018; Benson et al. 2019). This is detailed in the Center's petition to the California Fish and Game Commission to protect Southern California and Central Coast mountain lions under CESA (Yap et al. 2019).

The primary threat to the long-term survival of mountain lions is genetic isolation due to lack of connectivity caused by continuous development in mountain lion habitat with little regard of their movement needs. Thus, the persistence of the mountain lions within LA County relies heavily on being connected with mountain lions throughout the region. Mountain lions are wide ranging species that have home ranges of 75 to 200 mi^2; anthropogenic barriers like freeways and development that slice through their habitat will impede their movement, and over time careless land use could prevent adequate gene flow necessary for their long-term survival. Such dangerous patterns are being seen now in Southern and Central Coast California populations experiencing an extinction vortex (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Gustafson et al. 2018; Benson et al. 2019), and continuing business-as-usual will lead local mountain lions towards a similar fate. Yet the RTP/ATP will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate preservation of existing connectivity areas and mitigation for wildlife connectivity (*e.g.*, wildlife crossings), which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement areas. Such development without addressing wildlife connectivity issues and integrating wildlife movement needs into the design

could lead to significant impacts to local mountain lion populations and other sensitive species in LA County.

Mountain lions are the last remaining wide-ranging top predator in the region, and impacts to mountain lions in the LA County could therefore have severe ecological consequences; loss of the keystone species could have ripple effects on other plant and animal species, potentially leading to a decrease in biodiversity and diminished overall ecosystem function. In some ecosystems that lack mountain lions, increased deer populations can overgraze vegetation and cause stream banks to erode (Ripple and Beschta 2006; Ripple and Beschta 2008). Many scavengers, including foxes, raptors, and numerous insects, can lose a reliable food source without mountain lions (Ruth and Elbroch 2014; Barry et al. 2019). Fish, birds, amphibians, reptiles, rare native plants, and butterflies could diminish if this apex predator were lost (Ripple and Beschta 2006; Ripple and Beschta 2008; Ripple et al. 2014).

Given that mountain lions are specially protected mammals under Prop 117, **LA Metro must analyze and fully mitigate potential impacts on these populations.**

II. LA Metro Must Analyze and Mitigate Impacts of the Project on Wildlife Movement and Habitat Connectivity.

LA Metro must analyze the potential impacts of the Project on wildlife connectivity. Roads and development create barriers that lead to habitat loss and fragmentation, which harms native wildlife, plants, and people. As barriers to wildlife movement, poorly-planned development and roads can affect an animal's behavior, movement patterns, reproductive success, and physiological state, which can lead to significant impacts on individual wildlife, populations, communities, landscapes, and ecosystem function (Mitsch and Wilson 1996; Trombulak and Frissell 2000; van der Ree et al. 2011; Brehme et al. 2013; Haddad et al. 2015; Marsh and Jaeger 2015; Ceia-Hasse et al. 2018). For example, as noted above, habitat fragmentation from roads and development has been shown to cause mortalities and harmful genetic isolation in mountain lions in southern California (Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015), increase local extinction risk in amphibians and reptiles (Cushman 2006; Brehme et al. 2018), cause high levels of avoidance behavior and mortality in birds and insects (Benítez-López et al. 2010; Loss et al. 2014; Kantola et al. 2019), and alter pollinator behavior and degrade habitats (Trombulak and Frissell 2000; Goverde et al. 2002; Aguilar et al. 2008). Habitat fragmentation also severely impacts plant communities. An 18-year study found that reconnected landscapes had nearly 14% more plant species compared to fragmented habitats, and that number is likely to continue to rise as time passes (Damschen et al. 2019). The authors conclude that efforts to preserve and enhance connectivity will pay off over the long-term (Damschen et al. 2019). In addition, connectivity between high quality habitat areas in heterogeneous landscapes is important to allow for range shifts and species migrations as climate changes (Heller and Zavaleta 2009; Cushman et al. 2013; Krosby et al. 2018). Loss of wildlife connectivity decreases biodiversity and degrades ecosystems. It also prevents the reestablishment of native species, like wolves, as was seen with the dispersing wolf OR93 who traveled south

from Oregon and roamed California until it was killed by a vehicle strike in Kern County in less than a year.[1]

Edge effects of development in and adjacent to open space will likely impact key, wide-ranging predators, such as mountain lions and bobcats (Crooks 2002; Riley et al. 2006; Delaney et al. 2010; Lee et al. 2012; Smith et al. 2015; Vickers et al. 2015; Smith et al. 2017; Wang et al. 2017), as well as smaller species with poor dispersal abilities, such as song birds, small mammals, and herpetofauna (Cushman 2006; Slabbekoorn and Ripmeester 2008; Benítez-López et al. 2010; Kociolek et al. 2011). Limiting movement and dispersal can affect species' ability to find food, shelter, mates, and refugia after disturbances like fires or floods. Individuals can die off, populations can become isolated, sensitive species can become locally extinct, and important ecological processes like plant pollination and nutrient cycling can be lost. Negative edge effects from human activity, such as traffic, lighting, noise, domestic pets, pollutants, invasive weeds, and increased fire frequency, have been found to be biologically significant up to 300 meters (~1000 feet) away from anthropogenic features in terrestrial systems (Environmental Law Institute 2003)

LA Metro must also consider corridor redundancy (*i.e*. the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience. Compared to a single pathway, multiple connections between habitat patches increase the probability of movement across landscapes by a wider variety of species, and they provide more habitat for low-mobility species while still allowing for their dispersal (Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008). In addition, corridor redundancy provides resilience to uncertainty, impacts of climate change, and extreme events, like flooding or wildfires, by providing alternate escape routes or refugia for animals seeking safety (Cushman et al., 2013; Mcrae et al., 2008; Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008).

Corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. Climate change is increasing stress on species and ecosystems, causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes, and increasing species extinction risk (Warren et al. 2011). A 2016 analysis found that climate-related local extinctions are already widespread and have occurred in hundreds of species, including almost half of the 976 species surveyed (Wiens 2016). A separate study estimated that nearly half of terrestrial non-flying threatened mammals and nearly one-quarter of threatened birds may have already been negatively impacted by climate change in at least part of their distribution (Pacifici et al. 2017). A 2016 meta-analysis reported that climate change is already impacting 82 percent of key ecological processes that form the foundation of healthy ecosystems and on which humans depend for basic needs (Scheffers et al. 2016). Genes are changing, species' physiology and physical features such as body size are changing, species are moving to try to keep pace with suitable climate space, species are shifting their timing of breeding and migration, and entire ecosystems are under stress (Parmesan and Yohe 2003; Root et al. 2003; Parmesan 2006; Chen et al. 2011; Maclean and Wilson 2011; Warren et al. 2011; Cahill et al. 2012).

[1] California Department of Fish and Wildlife. "Newsroom: OR93 Found Dead In Kern County." Accessed November 30, 2021. https://wildlife.ca.gov/News/or93-found-dead-in-kern-county

Given the potential for the Project to fragment and destroy important habitat, the Coalition urges LA Metro to avoid further fragmentation and degradation of existing, intact, heterogeneous habitats and incorporate into the environmental review process clear and enforceable wildlife connectivity mitigation measures that address the needs of target species. The Project should encourage the involvement of wildlife connectivity experts from CDFW and other agencies, organizations, academic institutions, communities, and local groups starting at the initial planning stage of development and transportation projects so that habitat connectivity can be strategically integrated into project design and appropriately considered in the project budget. The Project should require road and highway projects to avoid important connectivity areas and **include adequate wildlife crossing infrastructure with protected habitat on both sides** in order to reduce impacts to wildlife movement and habitat connectivity.

In developing and adopting such measures, it is important to consider that different species have different behaviors and needs that affect how they move. For example, smaller species with poor dispersal abilities, like rodents and herpetofauna, would require more frequent intervals of crossings compared to larger wide-ranging species, like mountain lions or coyotes, to increase their chances of finding a crossing. Gunson et al. (2016) recommend that crossing structures generally be spaced about 300m (~0.19mi) apart for small animals when transportation infrastructure bisects large expanses of continuous habitat, though they recognize that some amphibians may need more frequent crossings no more than 50m (~0.03mi) apart. And for many amphibian and reptile species, undercrossings should have grated tops so that the light and moisture inside the crossings are similar to that of the ambient environment. Brehme and Fisher (2020) and Langton and Clevenger (2021) also provide additional guidance regarding amphibian crossings. Therefore, multiple crossings designed for different target species may be required. In-depth analyses that include on-the-ground movement studies of which species are moving in the area and their home range area, habitat use, and patterns of movement are needed to determine how to best implement such crossings. In addition, associated crossing infrastructure (*e.g.*, exclusionary fencing appropriate for target species, berms to buffer crossings from sound and light) should be included to improve chances of wildlife using crossings, and such crossings and associated infrastructure should be designed and built in consultation with local and regional experts, including agency biologists. And to improve the effectiveness of any wildlife crossings, there should be protected habitat on both sides of the crossing; therefore, mitigation should also include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented, again, in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. Given that impacts of noise, light, and vibration can affect the use of wildlife crossings, even if crossings are designed with adequate parameters and fencing, the crossings should be built with wildlife responsive design; crossings should have sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and they should be well-maintained on both sides of the crossing for animals to use them (Shilling 2020; Vickers 2020).

III. Conclusion

We strongly urge LA Metro to adopt our recommendations and include detailed analysis and mitigation measures that protect native species and promote habitat connectivity.

Thank you for the opportunity to submit comments. We look forward to working with LA Metro to foster land use policy and growth patterns that promote wildlife movement and habitat connectivity and facilitate public health and safety. Please do not hesitate to contact the Coalition with any questions at the email addresses listed below.

Sincerely,

Elizabeth Reid-Wainscoat
Urban Wildlands Campaigner
Center for Biological Diversity
ereidwainscoat@biologicaldiversity.org

Eric Edmunds
Chair, Sierra Club Santa Monica Mountains Task Force
President, Brentwood Hills Homeowners Association
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Wendy-Sue Rosen
Co-founder
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February 11, 2022

Metro
Attn: Peter Carter, Project Manager
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012
Via email: sepulvedatransit@metro.net

RE: Metro Sepulveda Transit Corridor Project – Project Design and Environmental Scoping Meeting Comments

Dear Mr. Carter:

The Westside Neighborhood Council of the City of Los Angeles serves approximately 80,000 Los Angeles residents and business stakeholders that have the potential to be affected by the proposed Metro Sepulveda Transit Corridor Project and the design alternative that is selected. Therefore, the Westside Neighborhood Council has a keen interest in the project's progress, the design alternative selected, and the ultimate outcome and success of this project.

Portions of five of the six project alternative alignments (Alternatives 1 through 5) and some of the proposed stops are located with the boundaries of the Westside Neighborhood Council area and the project alignment for Alternative 6 is located immediately adjacent to the western boundary of the Westside Neighborhood Council (WNC). The western boundary of the WNC is the I-405 freeway. The northern boundary is Santa Monica Boulevard and the southern boundary is National Boulevard and then generally following the I-10 freeway east of Overland Avenue. The Exposition Light Rail Line is located within the WNC boundaries with the Sepulveda and the Westwood stations located within the WNC boundaries and the Palms Station located at the southeast border of the WNC area.

Our comments address the following topics:

1) the six alternatives for the project design;
2) general environmental comments and environmental issues to be studied and addressed in the EIR analysis for the project in compliance with the requirements with the California Environmental Quality Act and other applicable environmental review processes;
3) and our general questions, comments and concerns that remain unanswered from the Scoping Meeting presentations held in December 2021 and January 2022.

Although the Westside Neighborhood Council has not taken a position yet regarding selecting a specific preferred alternative, our comments do include discussion of preferred aspects of one or more of the alternatives subject to review and evaluation of the environmental analysis for each of the design alternatives and response to our questions and concerns.

We do agree that there is a definite need for transit service that connects the Westside and the Valley and that an ultimate connection south to LAX for a later phase of this project is definitely much needed as well. Additionally, we generally agree with the six project goals (and 17 associated objectives): 1) to improve mobility, 2) improve accessibility and promote equity; 3) support community and economic development; 4) protect environmental resources and support a sustainable transportation system; 5) provide a cost-effective solution and minimize risk; and 6) enhance resiliency.

As the design alternatives get finalized, we do want to emphasize that based upon our community's experience with the design, implementation, construction and operation of the Exposition Corridor Light Rail project we do not support at-grade transit projects and wish to continue to support the concept of grade separated transit for all design options whether they be monorail or heavy rail. We believe that while cost is an important consideration, it should not be the sole deciding factor and that the ultimate design must not negatively impact the communities that the transit line travels through. At a minimum, at-grade crossings create safety issues, traffic congestion and air quality/greenhouse gas emission impacts from vehicle idling waiting for trains to cross roadways, noise impacts that can be avoided such as bells, whistles and loudspeakers relating to crossing roadway. We will live with both the benefits and any impacts by not building the best possible project with the fewest environmental and community impacts for both our residents and our businesses.

Comments Regarding Project Alternatives

One of the considerations in project alternative selection should be the capacity of the system in terms of ridership and any flexibility to expand capacity in the future as the population of Los Angeles increases and demand for service increases. Additionally, as the planned future phase to connect to LAX is constructed and operational, it is logical to expect that ridership demand will increase because of the accessibility to LAX as well.

Descriptions of Alternatives 1, 2 and 3 that use the monorail mode of transportation indicates that the system will operate with 2-8 cars with 8 cars being the maximum and 6 cars anticipated for peak period operation (at least initially) With a capacity of 76-79 persons per car, the ridership capacity maximum is 632 persons.

Descriptions of Alternatives 4 and 5 that use the heavy rail mode of transportation indicate that the system will operate with 3 cars and the potential add a 4th car with 170 passengers each. This

means that the maximum capacity is 710 persons per train. Alternative 6 with 6 cars and 133 passengers per car provides the best capacity with 798 persons although its headways are not quite as frequent. All of the heavy rail options provide more ridership capacity which is preferable. The question is whether there is any difference in the maximum frequency of each mode of transit which would affect the overall ridership capacity in a given day or if the number of cars could be increased any more than what is proposed given the platform lengths for the monorail mode and the heavy rail mode and if they could be lengthened at a later time if ridership demand warranted it. We think this is especially critical given the projections for this line to have one of the highest level of ridership in both Metro's rail system and in the country. We would like an answer to these questions along with our other questions throughout this letter.

We support the addition of a stop at Santa Monica Boulevard in all the alignments and agree that a stop somewhere on the UCLA campus is needed. We believe that all options should have a direct connection to the subway on Wilshire.

We have concerns regarding the location of the Monorail station at Exposition Boulevard and its interface with the Expo Light Rail and surrounding community for Alternatives 1, 2 and 3. The NOP description and presentation did not specify exactly where the station, guideways and passenger platform is going to be located. Where will they be located? Will it require property acquisition? We would object to any location that would affect or cause elimination of the existing post office or affect any of the heavily trafficked surrounding streets (Exposition Boulevard, Sawtelle Boulevard, Pico Boulevard, and Sepulveda Boulevard) including any potential reduction in vehicle travel lanes or elimination of sidewalks.

The use of an electric bus shuttle in Alternative 1 seems like it would be less reliable in terms of schedule and connection with the monorail system as it has to interface with normal street traffic along Wilshire Boulevard and through Westwood Village to UCLA. This should be accounted for and discussed in the environmental analysis for the project.

It is unclear where the underground heavy rail stations at the Exposition Boulevard (Metro E Line) station would be located and how it would connect to the existing Metro E Line Station at Sepulveda and Exposition Boulevard. Would it require property acquisition? Where will it be located? There are certain uses in our community that are not easily replaceable such as the Anawalt Lumber business on the southeast corner of Pico and Sepulveda. We would not want to see station locations that caused the removal of this business or impeded any possible option to widen and improve Sepulveda Boulevard and the surrounding streets. Sepulveda Boulevard is not only a critical major north-south arterial corridor that carries a high level of traffic, it also is the corridor that is the alternate to the I-405 freeway should the freeway be damaged in an earthquake such as what happened to the I-10 freeway in the Northridge earthquake. It is already deficient in the number of lanes and carrying capacity especially between National Boulevard and Santa Monica Boulevard and it does not even have sidewalks on the west side of the street between Pico Boulevard and Olympic Boulevard and will be even less so with future development in the area.

Our primary concerns about Alternatives 4 and 5 primarily relate to any potential construction, land acquisition and environmental impacts discussed in the environmental comment section below.

Alternative 5 and 6 appear to be the most direct route between the Valley and the Westside of Los Angeles although they lose the benefit of a Getty Center stop. Alternative 6 is the shortest mileage wise and provides a station at the West LA Civic Center that could be very beneficial for access to business with government uses and services. We do not believe that Alternative 6 would have any

direct impact on any of our stakeholders because of its alignment. We believe that Alternative 6 is also desirable as it accommodates a ridership capacity of 798 passengers every 4 minutes.

General Environmental Comments and Environmental Issues to be Studied

There needs to be greater clarity regarding the environmental review process for this project. The presentation at the Scoping meetings indicated that money from Measure M would not cover all of the cost of the funding for the project and that the project may include pursuit of Federal funding from the recently passed Infrastructure bill/Build Back Better funding. Projects that involve Federal funding do require compliance with NEPA and environmental review subject to those regulations. Therefore, both an EIR and an EIS would need to be prepared.

The Notice of Preparation was written more like a description for a NEPA project and what would be required in an EIS as opposed to an EIR which is very confusing. It discusses purpose and need which are requirements for NEPA documents. The issue areas for study are not correct and are not consistent with the categories of study required pursuant to the CEQA Guidelines Appendix G checklist. If an EIR is being prepared, as is required, the topics of study need to be the same as those in CEQA Guidelines Appendix G. We believe that all environmental issues areas in the CEQA checklist must be fully evaluated. The categories of Public Services and Population/Housing were not listed at all as areas that will be studied. They must be included in the environmental analysis (irrespective of the impact level) since an initial study has not been prepared for the project. Topics that are not part of CEQA were listed (real estate and acquisition, community and neighborhood). Are these additional areas that will be analyzed in the EIR? We feel that all issue areas must be fully studied and not screened out from the review process. We have specific comments regarding a few of the issue areas below.

A few of the environmental topics that must be studied directly relate to the goal of resiliency. Geology relating to seismic safety issues will be a critical study area for all alternatives whether a monorail or heavy rail design is ultimately selected. We would like to know what levels of earthquake survivability are there for the two system modes (monorail vs. heavy rail) through the Santa Monica Mountains built to withstand. Is there a difference between the two systems?

Another critical area of study is wildfire. The environmental analysis should evaluate whether monorail systems or heavy rail systems have a greater risk of interruption of service from earthquakes and wildfires and this should be a critical component of the evaluation of alternatives. We presume that since all of the alternatives travel through or under the Santa Monica Mountains, at least a portion of each alternative is located in the City of Los Angeles' high fire severity zones so this is a critical component in the determination of a sustainable transportation system that meets the project objective to enhance resiliency and the objective to provide resilience to natural disasters and climate change.

The design option of using underground heavy rail appears it would have less impact in terms of not requiring very much acquisition of land and replacement of existing uses whether residential, commercial or industrial uses than the monorail design if the stations, guideways and passenger platforms for the monorail are to be located primarily adjacent to the freeway. It is unclear whether these facilities would be located within the property boundaries of the I-405 freeway property or on private properties adjacent to the freeway for each of the three monorail alternatives. Are there maps that have been developed with potential properties for acquisition for all six design options? If not, they must be developed and studied in the Environmental Impact Report for all relevant CEQA issue areas. When maps are developed of potential properties for acquisition for each of

the 6 design options they must be provided to the public for review and comment. When will maps be developed and provided to the public?

Impacts to wildlife, trees and conservation of ecosystems must be evaluated and impacts should be minimized. Loss of tree canopy in urban environments is an ongoing critical issue. Substantial loss of trees in our ecosystem contributes to the increases in greenhouse gases and impact to both humans and wildlife.

Alternative 4, 5 and 6 have potential impacts from tunneling that needs to be studied. Alternatives 4 and 5 appear to have an alignment along the east side of Sepulveda Boulevard between Santa Monica Boulevard and Exposition Boulevard where the rail would connect to the Metro E Line Exposition station. We have concerns regarding any impacts to our residences and businesses and request that this issue be thoroughly studied in terms of geologic/seismic, hydrologic, noise and other applicable potential impacts (including impacts from any needed land acquisition).

Construction impacts must be studied that include but are not limited to: air quality/GHG, noise. Fugitive dust, and traffic impacts from truck idling for import/export of earth during the grading process, excavation and shoring impacts, and other construction activity from construction vehicles, equipment, deliveries of equipment and supplies, construction worker parking. Locations for construction worker parking and truck haul routes must be identified and studied. Shuttle service must be provided for off-site locations. Protections must be put in place to ensure that construction vehicles, equipment, and worker vehicles are not permitted to impact businesses and the residential communities by parking in much needed street parking.

General Comments, Concerns, and Questions

Since questions from the public at the three scoping meetings were not answered we request that staff develop and distribute/post a Fact Sheet that answers comments and concerns from the public.

General questions and concerns that we would like answered in addition to our questions above are as follows.

1. There has been a lot of criticism of monorail as the transit mode type for several reasons that include: introducing a new mode of transportation that may not be as reliable as rail and where rail cars are not interchangeable with existing Metro rail system cars if there are system breakdowns or repairs needed. Has an evaluation been done or will one be done to address this concern?
2. Another criticism of monorail is the negative aspects of stations in the middle of freeways, in this case placement in the center of the I-405 freeway. Is there data and experience from other cities that shows there is a negative (or positive) impact on ridership and success of transit when stations are located on major highway/freeway center dividers? Has Metro explored why some locations have removed monorail installations?
3. Was a station stop on the monorail considered at Mullholland Drive where there are significant generators of traffic located (and facilities like the Skirball Center) and if not, why not? There are numerous educational, cultural (Skirball Center), and religious institutions located in the vicinity. Would there be a project loss of ridership without a stop there?
4. What kind of coordination is taking place between the Sepulveda Pass Transit project and the proposed toll lanes through the Sepulveda Pass? How can one project proceed on a separate timeline without more close coordination and joint assessments being done?

Should two toll or "hot" lanes be proposed, widening of the freeway is then being considered which could have impacts on the transit options involved?

5. Our understanding is that with the heavy rail systems that are proposed, the heavy rail cars can be interchanged with the red/purple lines. Is this correct? This seems to be advantageous in selecting heavy rail versus monorail alternatives for maintenance, cost and system reliability. Is this being considered in the cost analysis?
6. Automated train operators presumably are preferable as they eliminate issues with human operator error. However, what fail safe mechanisms are included in these rail systems for the equipment and that these systems once built are properly funded for regular maintenance and train/equipment replacement as needed?
7. We do not object to the decision to change the alignment to Bundy on Alternative 6 but is there an explanation for that decision? Does it relate to how the future extension of the line to LAX would be aligned and if so is there some tentative alignment options that can be shared with the public?
8. Are there significant differential between estimated construction costs versus operational costs for monorail versus heavy rail? Have there been estimates made for cost per trip/per rider over time? Construction cost per trip/rider? This should be included in the overall project analysis.
9. What security will be provided at platforms and in stations and along the line? It seems that Metro has reduced security for existing systems. This is a concern and would probably affect ridership especially for women, elderly, children and disabled populations which would be contrary to investing in communities with great mobility needs.

Please feel free to contact us with any questions.

Sincerely,

Kimberly Christensen, AICP

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Kimberly Christensen, Land Use Committee Co-Chair
Westside Neighborhood Council

Cc: Councilman Paul Koretz, CD5 (paul.koretz@lacity.org)
Jay Greenstein, Chief Field & Transportation Deputy, CD5 (jay.greenstein@lacity.org)
Daniel Skonick, Planning Deputy, CD5 (daniel.skolnick@lacity.org)

February 11, 2022

Dear Metro Board of Directors,

We, the undersigned organizations, call on Metro to follow the recommendations below for the scope of its environmental study of the Sepulveda Transit Corridor (STC) project, as an addendum to our previous letter.

Metro should study how to achieve zero long term displacement of renters from the project area as a result of rising rents, property values, and tear downs/rebuilds attributable to the Sepulveda Transit Corridor project: there should be an absolute right of return under all circumstances.

Metro should study how it can partner with other agencies to enable tenants to own their homes directly as cooperatives, even if a community opportunity to purchase/tenant opportunity to purchase (COPA/TOPA) right of first refusal is not yet established.

Metro's study should also track the loss of units and tenants covered under the City of Los Angeles Rent Stabilization Ordinance (RSO), in addition to those at risk of displacement because they are not covered by the RSO.

Metro should study how it can partner with other agencies to establish freezes on:

- Approvals of evictions under the Ellis Act
- Owner occupancy move-ins
- Resident manager move-ins
- Passing on capital improvement costs to tenants
- Capital improvement evictions

ORGANIZATIONS

LA Tenants Union, Westside Local
People Organized for Westside Renewal (POWER)
Ground Game Los Angeles

act·LA
Housing Jobs & Transit for All

ACTIVE AV SGV

Climate Resolve

COMMUNITY POWER COLLECTIVE

Democratic Socialists of America
Los Angeles

GROUND GAME LA

INVESTING in PLACE

LACBC

INNER CITY LAW CENTER

LA FORWARD

WESTSIDE LATU LOCAL
FOOD NOT RENT
COMIDA SI RENTA NO

LENNOX-INGLEWOOD TENANTS UNION
#LITU

Los angeles walks

MAR VISTA VOICE

Pacoima Beautiful

PEOPLE FOR MOBILITY JUSTICE

POWER
People Organized for Westside Renewal

RAIL SAFETY COALITION

railLA

SAJE
STRATEGIC ACTIONS FOR A JUST ECONOMY

February 11, 2022

Dear Metro Board of Directors,

We, the undersigned organizations and individuals, call on Metro to follow the recommendations below for the scope of its environmental study of the Sepulveda Transit Corridor (STC) project.

HOUSING

The Draft Environmental Impact Report/Statement (DEIR/DEIS) must recommend that Metro select a Locally Preferred Alternative route only after (1) identifying and mapping specific locations of renters at risk of displacement due to rising rents, and (2) mitigation measures are studied and implemented that are consistent with the Metro Transit Oriented Communities Policy, Equity First Communities, and the Equity Platform to protect renters before real estate investors buy properties due to the LPA. Without considering the impact displacement would have on VMT, the DEIR would be inadequate. Studying mitigation measures will be crucial for both equity and environmental quality.

These mitigation measures could include, but are not limited to:

- A Community or Tenant Opportunity to Purchase (COPA/TOPA) program for rental apartments owned by corporations or LLCs, are enacted and funded to cover the project area so existing low income renters can be protected from displacement from apartment buildings that aren't covered by rent control
- A registry of rental apartments owned by corporations or LLCs (similar to AB 889, AB 1188, or SB 679)
- Inclusionary housing requirements for market rate developers to provide a portion of their units at rents that are affordable to households with very low and extremely low income relative to Area Median Income
- Housing projects on Metro and other government property in the project area with 100% of units affordable to households with very low and extremely low income relative to Area Median Income

- A mechanism to capture a portion of increased property values due to STC upon sale, to be used for housing affordable to households with very low and extremely low income relative to Area Median Income in the project area
- Permanent just cause eviction protections
- Demolition control guaranteeing that no unit of affordable housing will be knocked down without another going up in its place
- Protections for renters when owners convert apartments to condominiums
- A small site acquisition program similar to San Francisco's
- Affordable housing financing

Metro should provide resources to its Executive Officer on Race and Equity to participate in and review the environmental study of this project prior to publication of the DEIR/DEIS.

STATIONS

The project must serve the main UCLA campus directly, so Metro should eliminate the monorail Alternatives 1 and 2. To study either would waste taxpayer money.

Similarly, each alternative must have a station at Ventura Blvd. Currently, Alternative 3 has a station at a parking structure near the 101/405 interchange instead, which is unacceptable.

As the STC4All coalition said, the Sepulveda Line should have an integrated connection with the D Purple Line at Wilshire/Westwood. Currently, Alternative 3 has a station at Lot 32, a block away from the D Purple Line Station at Wilshire/Westwood, which is also unacceptable.

For each alternative Metro should study Phase 1 south termini at Expo/Bundy and Expo/Sepulveda to see which corridor to LAX would generate the greatest ridership in Phase 2.

No alternative should consider a station platform in the middle of a freeway, nor consider building motor vehicles parking for riders at stations.

TECHNOLOGY

The heavy rail option must have physical dimensions that are compatible with Metro's existing heavy rail lines to reduce future operations and procurement costs. Right now, Bechtel's heavy rail proposal uses narrower dimensions, so its cars would be incompatible with the Metro B Red Line and the Metro D Purple Line. This is reminiscent of how Bechtel saddled BART with wide gauge trains that are incompatible with other rail systems in the area.

Metro should study automated options for each heavy rail alternative that are compatible with the physical dimensions of its existing system.

Metro should study both single bore and dual bore tunnels for each underground alignment to provide comparable information.

ALIGNMENTS

Instead of studying elevated rail next to residential areas, study alternative alignments. For example, between Valley Vista Blvd. and Burbank Blvd., Sepulveda Blvd. has multistory apartment buildings. If Metro studies any elevated alternative in the San Fernando Valley, it would need to be an alignment similar to what the monorail team proposed in Alternative 3 along the east edge of the 405 Freeway between Valley Vista Blvd. and the Metro G Orange Line, BUT with a station portal at the intersection of Ventura Blvd. and Sepulveda Blvd., not at a parking structure at the 101/405 Fwy interchange.

As a substitute for Alternative 4 to going on Sepulveda north of the Metro G Orange Line, Metro should study interlining the Sepulveda Line with the Metro B Red Line, connecting them and the East San Fernando Valley Line via the Orange Line right of way and either Oxnard Blvd. or Cumpston St. To study this, Metro must make the heavy rail option match the specifications of the Red Line. Metro could use the Sepulveda Station parking lot for a rail yard, giving more flexibility to both the Sepulveda and Red Lines. There would be high ridership going both directions all day between Sepulveda and North Hollywood because both the Westside and Hollywood/Downtown are strong destinations. Most of the Orange Line ridership is in that segment already. Plus, the Orange Line is slated to be converted to rail.

Interlining would address another challenge for the Sepulveda project: the potential to overload the East San Fernando Valley (ESFV) Line near and at their connection point. By spreading ridership across stations at Sepulveda Blvd., Van Nuys Blvd., Valley College, and North Hollywood, interlining would relieve pressure on the ESFV Line, and without forcing riders in Van Nuys to either backtrack north to travel south on the Sepulveda Line, or to transfer twice from the ESFV Line to the G Orange Line and then to the Sepulveda Line. Currently, Metro anticipates that every alternative except #6 would require this. Savings from not having to extend the Sepulveda Line to Van Nuys Metrolink Station could be used to interline instead.

PROJECT AREA

The project area should include adjacent areas with significant numbers of transit riders going to or through the project study area, such as parts of Del Rey, Encino, Mar Vista, and Palms that are currently excluded. For example, the portion of Encino with the greatest number of multifamily residences and transit dependent riders is the area excluded from the project study area, so all of Encino should be included.

ORGANIZATIONS

ACT-LA (Alliance for Community Transit - Los Angeles)
Active San Gabriel Valley (ActiveSGV)
Climate Resolve

Community Power Collective
Democratic Socialists of America - Los Angeles
Ground Game Los Angeles
Inner City Law Center
Investing in Place
LA Forward LA Tenants Union, Westside Local
LA Tenants Union, Wilmington/South Bay Local
Lennox Inglewood Tenants Union
Los Angeles County Bicycle Coalition
Los Angeles Walks
Mar Vista Voice
Pacoima Beautiful
People for Mobility Justice (PMJ)
People Organized for Westside Renewal (POWER)
Rail Safety Coalition
railLA
Strategic Actions for a Just Economy (SAJE)
The Transit Coalition
UCLA Young Democratic Socialists of America
Venice Action Alliance
West Valley People's Alliance

West of Westwood
Homeowners Association

February 11, 2022

Metro
Attn: Peter Carter, Project Manager
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012
Via email: sepulvedatransit@metro.net

RE: Metro Sepulveda Transit Corridor Project – Project Design and Environmental Scoping Meeting Comments

Dear Mr. Carter:

The West of Westwood Homeowners Association located in the City of Los Angeles represents approximately 1,200 households. The area that we represent is adjacent to the Metro E Line Exposition station at the intersection with Sepulveda Boulevard. Therefore, our stakeholders will be affected by the proposed Metro Sepulveda Transit Corridor Project and the design alternative that is selected.

Five of the six project alternative alignments (Alternatives 1 through 5) that end with a stop at the Metro E Line Exposition station are immediately adjacent to our western boundary and our homes. West of Westwood Homeowners Association encompasses the area generally bounded by Pico Boulevard on the north, National Boulevard on the south, Sepulveda Boulevard on the west except for a pocket of homes south of Exposition Boulevard to the I-10 freeway that are also in our Association area, and generally to Overland Avenue to the east with an additional section of homes east of Overland north of Overland Avenue Elementary School.

We agree that we need direct transit service that connects the Westside and the Valley with a future second phase that connects to LAX. We agree with the goals and objectives of the project relating to improved mobility, accessibility, equity that is cost effective, enhances resiliency, protects environmental resources and supports a sustainable transportation system. Our Board has not taken a position yet regarding this project, however, Alternative 6 seems to meet the key goals and objectives of the project, have stops that will be heavily used which should promote high levels of ridership, meet our goals of no at-grade crossings regardless of transit mode, and it appears to not impact our neighborhood in a negative manner. Nonetheless, we will wait to review the results of the EIR before issuing an Alternative preference.

We agree with and support the comments of the Westside Neighborhood Council and would also like answers to the questions that they raise. We agree with the environmental concerns and issue areas that need study.

First, as the design alternatives get finalized, we do want to re-emphasize that based upon our community's experience with the design, implementation, construction and operation of the Exposition Corridor Light Rail project we do not support at-grade transit projects and wish to continue to support the concept of grade separated transit for all design options whether they be monorail or heavy rail. The West of Westwood Homeowners Association neighborhood along with Cheviot Hills was and still is among the most directly impacted neighborhoods along the Metro E line corridor with 3 at-grade rail crossings at Military Avenue, Westwood Boulevard, and Overland Avenue heading east from the Exposition Station at Sepulveda Boulevard.

Like the Westside Neighborhood Council, we believe that while cost is an important consideration, it should not be the sole deciding factor and that the ultimate design must not negatively impact the communities that the transit line travels through. At a minimum, at-grade crossings create safety issues, traffic congestion and air quality/greenhouse gas emission impacts from vehicle idling waiting for trains to cross roadways, noise impacts that can be avoided such as bells, whistles and loudspeakers relating to crossing roadway. We will live with both the benefits and any impacts by not building the best possible project with the fewest environmental and community impacts for both our residents and our surrounding businesses for decades to come.

Comments Regarding Project Alternatives

One of the considerations in project alternative selection should be the capacity of the system in terms of ridership and any flexibility to expand capacity in the future as the population of Los Angeles increases and demand for service increases. Additionally, as the planned future phase to connect to LAX is constructed and operational, it is logical to expect that ridership demand will increase because of the accessibility to LAX as well.

Descriptions of Alternatives 1, 2 and 3 that use the monorail mode of transportation indicates that the system will operate with 2-8 cars with 8 cars being the maximum and 6 cars anticipated for peak period operation (at least initially) With a capacity of 76-79 persons per car, the ridership capacity maximum is 632 persons.

Descriptions of Alternatives 4 and 5 that use the heavy rail mode of transportation indicate that the system will operate with 3 cars and the potential add a 4th car with 170 passengers each. This means that the maximum capacity is 710 persons per train. Alternative 6 with 6 cars and 133 passengers per car provides the best capacity with 798 persons although its headways are not quite as frequent. All of the heavy rail options provide more ridership capacity which is preferable. The question is whether there is any difference in the maximum frequency of each mode of transit which would affect the overall ridership capacity in a given day or if the number of cars could be increased any more than what is proposed given the platform lengths for the monorail mode and the heavy rail mode and if they could be lengthened at a later time if ridership demand warranted it. We think this is especially critical given the projections for this line to have one of the highest level of ridership in both Metro's rail system and in the country. We would like an answer to these questions along with our other questions throughout this letter.

We support the addition of a stop at Santa Monica Boulevard in all the alignments and agree that a stop somewhere on the UCLA campus is needed. We believe that all options should have a direct connection to the subway on Wilshire.

We have concerns regarding the location of the Monorail station at Exposition Boulevard and its interface with the Expo Light Rail and surrounding community for Alternatives 1, 2 and 3. The NOP description and presentation did not specify exactly where the station, guideways and passenger platform is going to be located. Where will they be located? Will it require property acquisition? We would object to any location that would affect or cause elimination of the existing post office or affect any of the heavily trafficked surrounding streets (Exposition Boulevard, Sawtelle Boulevard, Pico Boulevard, and Sepulveda Boulevard) including any potential reduction in vehicle travel lanes or elimination of sidewalks.

The use of an electric bus shuttle in Alternative 1 seems like it would be less reliable in terms of schedule and connection with the monorail system as it has to interface with normal street traffic along Wilshire Boulevard and through Westwood Village to UCLA. This should be accounted for and discussed in the environmental analysis for the project.

It is unclear where the underground heavy rail stations at the Exposition Boulevard (Metro E Line) station would be located and how it would connect to the existing Metro E Line Station at Sepulveda and Exposition Boulevard. Would it require property acquisition? Where will it be located? There are certain uses in our community that are not easily replaceable such as the Anawalt Lumber business on the southeast corner of Pico and Sepulveda. We would not want to see station locations that caused the removal of this business or impeded any possible option to widen and improve Sepulveda Boulevard and the surrounding streets. Sepulveda Boulevard is not only a critical major north-south arterial corridor that carries a high level of traffic, it also is the corridor that is the alternate to the I-405 freeway should the freeway be damaged in an earthquake such as what happened to the I-10 freeway in the Northridge earthquake. It is already deficient in the number of lanes and carrying capacity especially between National Boulevard and Santa Monica Boulevard and it does not even have sidewalks on the west side of the street between Pico Boulevard and Olympic Boulevard and will be even less so with future development in the area.

Our primary concerns about Alternatives 4 and 5 primarily relate to any potential construction, land acquisition and environmental impacts discussed in the environmental comment section below.

Alternative 5 and 6 appear to be the most direct route between the Valley and the Westside of Los Angeles although they lose the benefit of a Getty Center stop. Alternative 6 is the shortest mileage wise and provides a station at the West LA Civic Center that could be very beneficial for access to business with government uses and services. We do not believe that Alternative 6 would have any direct impact on any of our stakeholders because of its alignment. We believe that Alternative 6 is also desirable as it accommodates a ridership capacity of 798 passengers every 4 minutes.

General Environmental Comments and Environmental Issues to be Studied

There needs to be greater clarity regarding the environmental review process for this project. The presentation at the Scoping meetings indicated that money from Measure M would not cover all of the cost of the funding for the project and that the project may include pursuit of Federal funding from the recently passed Infrastructure bill/Build Back Better funding. Projects that involve Federal funding do require compliance with NEPA and environmental review subject to those regulations. Therefore, both an EIR and an EIS would need to be prepared.

The Notice of Preparation was written more like a description for a NEPA project and what would be required in an EIS as opposed to an EIR which is very confusing. It discusses purpose and need which are requirements for NEPA documents. The issue areas for study are not correct and are not consistent with the categories of study required pursuant to the CEQA Guidelines Appendix G checklist. If an EIR is being prepared, as is required, the topics of study need to be the same as those in CEQA Guidelines Appendix G. We believe that all environmental issues areas in the CEQA checklist must be fully evaluated. The categories of Public Services and Population/Housing were not listed at all as areas that will be studied. They must be included in the environmental analysis (irrespective of the impact level) since an initial study has not been prepared for the project. Topics that are not part of CEQA were listed (real estate and acquisition, community and neighborhood). Are these additional areas that will be analyzed in the EIR? We feel that all issue areas must be fully studied and not screened out from the review process. We have specific comments regarding a few of the issue areas below.

A few of the environmental topics that must be studied directly relate to the goal of resiliency. Geology relating to seismic safety issues will be a critical study area for all alternatives whether a monorail or heavy rail design is ultimately selected. We would like to know what levels of earthquake survivability are there for the two system modes (monorail vs. heavy rail) through the Santa Monica Mountains built to withstand. Is there a difference between the two systems?

Another critical area of study is wildfire. The environmental analysis should evaluate whether monorail systems or heavy rail systems have a greater risk of interruption of service from earthquakes and wildfires and this should be a critical component of the evaluation of alternatives. We presume that since all of the alternatives travel through or under the Santa Monica Mountains, at least a portion of each alternative is located in the City of Los Angeles' high fire severity zones so this is a critical component in the determination of a sustainable transportation system that meets the project objective to enhance resiliency and the objective to provide resilience to natural disasters and climate change.

The design option of using underground heavy rail appears it would have less impact in terms of not requiring very much acquisition of land and replacement of existing uses whether residential, commercial or industrial uses than the monorail design if the stations, guideways and passenger platforms for the monorail are to be located primarily adjacent to the freeway. It is unclear whether these facilities would be located within the property boundaries of the I-405 freeway property or on private properties adjacent to the freeway for each of the three monorail alternatives. Are there maps that have been developed with potential properties for acquisition for all six design options? If not, they must be developed and studied in the Environmental Impact Report for all relevant CEQA issue areas. When maps are developed of potential properties for acquisition for each of the 6 design options they must be provided to the public for review and comment. When will maps be developed and provided to the public?

Impacts to wildlife, trees and conservation of ecosystems must be evaluated and impacts should be minimized. Loss of tree canopy in urban environments is an ongoing critical issue. Substantial loss of trees in our ecosystem contributes to the increases in greenhouse gases and impact to both humans and wildlife.

Alternative 4, 5 and 6 have potential impacts from tunneling that needs to be studied. Alternatives 4 and 5 appear to have an alignment along the east side of Sepulveda Boulevard between Santa Monica Boulevard and Exposition Boulevard where the rail would connect to the Metro E Line Exposition station. We have concerns regarding any impacts to our residences and businesses and request that this issue be thoroughly studied in terms of geologic/seismic, hydrologic, noise and other applicable potential impacts (including impacts from any needed land acquisition).

Construction impacts must be studied that include but are not limited to: air quality/GHG, noise. Fugitive dust, and traffic impacts from truck idling for import/export of earth during the grading process, excavation and shoring impacts, and other construction activity from construction vehicles, equipment, deliveries of equipment and supplies, construction worker parking. Locations for construction worker parking and truck haul routes must be identified and studied. Shuttle service must be provided for off-site locations. Protections must be put in place to ensure that construction vehicles, equipment, and worker vehicles are not permitted to impact businesses and the residential communities by parking in much needed street parking.

Since questions from the public at the three scoping meetings were not answered we request that staff develop and distribute/post a Fact Sheet that answers comments and concerns from the public including questions raised by our Homeowners Association and the Westside Neighborhood Council.

Please feel free to contact us with any questions and please keep both of us on your interested parties list for notification of future meetings, notices of release of environmental documents for comment, and public hearing notices.

Sincerely,

Terri Tippit

_____

Terri Tippit, President

Kimberly Christensen, AICP

_____

Kimberly Christensen, Land Use Committee Chair and Board Member

Cc: Councilman Paul Koretz, CD5 (paul.koretz@lacity.org)
Jay Greenstein, Chief Field & Transportation Deputy, CD5 (jay.greenstein@lacity.org)
Daniel Skonick, Planning Deputy, CD5 (daniel.skolnick@lacity.org)

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Est. 1971

February 11, 2022

METRO
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Los Angeles, CA 90012
VIA EMAIL: sepulvedatransit@metro.net

Subject: Sepulveda Transit Corridor Project – Project Design & Scoping Comments

Dear Mr. Carter:

This letter is submitted in response to the request for comments regarding future evaluation of the six options presented to the public for comment in the scoping period for a proposed Sepulveda Transit Corridor Project. The Westwood South community represents approximately 3,600 households in the area between Santa Monica and Pico Blvds. on the north and south, and between Sepulveda and Beverly Glen Blvds. on the west and east. As such we are adjacent to the I-405 Freeway and have a number of major corridors that run through our community. Our organization supported the construction of the Exposition Light Rail Line and have a strong interest in the future outcome of this project. It is critical that it be an unquestionable success! We further hope that a southern extension to this route will bring public transportation directly to LAX en route to the South Bay.

The absence of a reliable fixed transit mode in the Sepulveda Pass that connects the San Fernando Valley and the areas of the City south of the Santa Monica Mountains has been an obvious and critical missing link in METRO's growing transportation network. It is extremely important that whatever route is chosen is built as efficiently and as quickly as possible with extensive planning on the front end to reduce as many unanticipated "surprises" along the way as possible. The selection of the appropriate mode and/or route should be done with full and adequate consideration of all the issues involved.

We trust that any environmental work on this project will be done without any foregone conclusions so that all project alternatives are thoroughly evaluated. There are many questions that must be answered in order for a sound decision to be made and, equally important, so that the public can feel that they have been heard and that the reasons for the decisions made can be clearly understood by all stakeholders.

Among the questions to be answered:

1. What will the magnitude and duration of impacts from each alternative be? What will the different impacts be during different phases of the project? During construction? During ongoing operation? In assessing costs, this should include the financial costs, the "costs" to adjacent property owners, the cost to system users, length of time of construction, etc.
2. For adjacent neighborhoods, what kinds of mitigations will be needed for each option and how will those mitigations be implemented initially and, if needed, over time?
3. What will the costs of obtaining needed rights of way for each alternative? (The public is much aware of the problems related to the High Speed Train in obtaining

needed rights of way.) What right-of-way acquisition will be needed for each alternative evaluated?

4. What will impacts be on the operation of the 405 freeway?
5. What are the threats to the area's wildlife during and after construction? How will the project impact the wildlife and native habitat in the Sepulveda Pass?
6. Will the different options present different levels of impact on the safety of the corridor in terms of fire safety, earthquake safety /geologic stability(both for users of the transit and for users of the freeway, and for residents of the hillside area). How might wildfires affect the operation of any of the modes/options under consideration?
7. Will the construction of any of these options serve to reduce response time for any public service responders?
8. What will the cost and need for utility relocation be? Are there known and unknown factors involved and, if so, how can they best be assessed (both for cost and for time associated with any needed relocations)? What is the state of knowledge of water tables in the areas where underground construction is contemplated?
9. What kinds of traffic disruptions can be expected for each of the proposed modes during construction? What might impacts be on businesses located on our western border on Sepulveda and within the industrially zoned area between Sepulveda and the I-405 freeway? Our community relies on many of those businesses for essential services. We also know that impacts on Sepulveda Blvd. could have serious negative impacts not only on our community should cut-through traffic seek ways to avoid any construction delays, but Sepulveda Blvd. is the designated I-405 Alternate Route. When things go very bad on the I-405 it is Sepulveda Blvd. that carries the freeway's traffic. It would not be safe to diminish the capacity of that street. Can construction for all options be done avoiding lane removals on Sepulveda?
10. What will the ultimate impacts be vis a vis the environmental factors examined in an EIR per CEQA Guidelines Appendix G including noise, air quality, traffic/mobility, public safety, etc. If this project seeks infrastructure measure funding to augment funds already allocated from Measure M, what kinds of additional review will be required and what impact will having to comply with Federal environmental review standards have on the project timeline and preparation of environmental clearance documents?
11. What will the impact on ridership be for having and not having the ability to make certain stops? (Why no stop at Mulholland for the monorail that would serve both the Skirball and nearby schools and religious institutions? What ridership estimates were done to determine where stops should be made?
12. Does / how does the emergence of the coronavirus impact the planning and/or operation of an above ground vs. below ground travel mode? Are there differences in air retention inside of a monorail car vs. heavy rail car while going through the Sepulveda Pass? Can windows be open on heavy rail while underground through the Pass?
13. How will currently defined limits on the numbers of cars affect the ability of the project to serve a potentially growing demand of riders? We learned that the EXPO line, for example, cannot add cars to the trains due to issues with shared tracks with the Blue Line. This is an unfortunate situation as we know that (pre-pandemic) there were people left standing at the station unable to enter cars during peak hours because they had reached capacity. What kinds of projections are being made for the various options and car capacities? Can they be expanded over time? How can stations be designed and / or constructed to allow for future growth?

In public meetings concerns have been raised about the operation of a monorail in the Sepulveda Pass. We would expect that review of project options answers all of the concerns related to performance on the steep hill (going up and going down). Questions have been raised as to whether there are similar installations in operation elsewhere in the world and whether their performance has been reviewed. Is the climb and descent any steeper for the heavy rail than that which is traveled by the Red Line near Universal City from Hollywood

What are the differences in travel time for a complete trip from the base of the Santa Monica Mountain in the north to the southern base?

How will the length of a monorail train of 2, 4, 6, or 8 cars affect the speed at which the monorail can travel, especially up a steep incline like the one over the I-405 in the Sepulveda Pass?

Does LA Skyrail's parent company BYD have any existing monorail systems currently operating in other cities? What is BYD's track record on delivering on promised projects and their electric buses? What are the nature of disruptions to service when occurring—cause(s), system impacts? What data exists on the reliability of the system?

How will a monorail down the middle of the I-405 with an aerial station at Wilshire, at Santa Monica, and at Exposition *(in Alternative #1, #2, & #3)* connect passengers to street level or other modes of transportation? The major boulevards: Wilshire, Santa Monica, and Exposition Blvds. are all underpasses under the I-405, which is an elevated freeway on the Westside.

How big a ground foot print will be needed to build the stairway, escalators and elevator needed to connect pedestrians to the aerial stations (two stories up)? What are the environmental impacts? How will these new stations affect local boulevard vehicle and pedestrian traffic? What is the cost of construction and operation of all the aerial stations? Where is there land to build a street level connection to an aerial station?

Will bridges need to be built to connect a monorail in the middle of the I-405 to a station at the edge of the freeway? What would be the cost associated with the construction of such structures?

Descriptions of Alternatives #1, #2, & #3 state "frequency of monorail trains will be every 2 minutes during peak periods". How many monorail trains can travel on the monorail above the I-405 and any one time? How many monorail cars will need to be purchased? What issues are there with needing to maintain a separate type of system different from heavy rail already in use on other lines? Likewise, what are the capacities of the heavy rail trains and frequency, train length options?

How long does each station have to be to accommodate a peak hour 6 or 8 car monorail trains? How will this affect the existing structures and congestion on the boulevards where stations are planned? How can stations be built with future possible expansion kept in mind as a future option?

How will pedestrians and/or handicapped people access the elevated stations at Wilshire Blvd.? At Santa Monica Blvd? At Expo "E" Line? At Getty Center? At US 101? At Metro G Line? At Sherman Way? At Van Nuys Metrolink Station? How do you get to the monorail station if it's built in the center of the freeway? Is there data that demonstrates whether the locating of stations in the center of a highway or freeway has a negative impact on ridership?

Will trees need to be removed to build the monorail and the aerial stations? Where will replacement trees be planted? Who will care for replacement trees while they get established? Will removal of trees have a negative impact on air quality and contribute to climate change? Will installation of tunneling for the heavy rail have any impact on the vegetation above the line in the hillsides?

Construction of a monorail in the middle of the I-405 may negatively affect commuter times during the construction period. How can the costs of any expected delays and disruption be calculated into the

construction cost of a monorail down the middle of the I-405? Or, for a monorail constructed along the edge of the I-405?

Are there any significant differences between the experience that METRO has in boring subway tunnels for the Purple Line/Wilshire Blvd. subway and other subway projects and a potential subway project through the Sepulveda Pass? If so, what differences are anticipated and how would METRO address those differences? Are there any added concerns regarding seismic incidents for a subway tunnel through the hillsides of the Sepulveda Pass?

We are aware of METRO's proposal to implement the *I-405 Sepulveda Pass Express Lanes Project* along the same stretch of I-405 freeway. Are there plans to implement two new plans simultaneously? What would be the impacts of doing so? How will two projects be built on the same strip of land without widening the I-405? How can you build pillars to support a monorail and also add express lanes?

As you are likely aware, the I-405 widening project was a long construction nightmare for many of the adjoining neighbors and communities along the route. It is our observation that METRO has used up any goodwill that it had with neighbors as a result of the experience with that project. While those neighbors will, no doubt, continue to be actively engaged in this process, it is unrealistic to expect them to accept any new I-405 widening projects, and particularly any projects (transit or express lanes) that require the taking of any residential lands adjacent to the freeway.

We support the provision of a direct stop to the UCLA campus, the Wilshire subway line, Santa Monica Blvd. and the EXPO LINE. With its extremely high ridership potential, it would seem to be a priority to provide a direct stop on the campus. If for some reason it is not being seriously considered and an alternate connector proposed, it must provide a very frequent and near seamless connection that is attractive to campus employees and students. A surface transit shuttle is likely not going to be an acceptable option. An automated frequent people mover-type link as provided in many airports could be considered but its aesthetic impacts could be unacceptable and would need to be assessed. An underground connection could also be considered but would likely be costly and would likely significantly delay completion of the project. What kinds of projections can be made to show differences in ridership with a direct UCLA stop and one that requires a secondary connection?

We are aware that METRO is considering implementing the I-405 Sepulveda Pass Express Lanes Project at some future time in the Pass. While not the purpose of a scoping letter, we would like to go on record stating that we do not support the notion of implementing the I-405 Sepulveda Pass Express Lanes Project until the Sepulveda Transit Corridor Project has been completed. It is not reasonable to toll drivers who rely on the Pass when there is not a reasonable transit alternative. However, the possibility of both projects ultimately being implemented must be taken into account when planning for the project now under consideration. Many of us find it extremely unfortunate that planning for the Sepulveda Transit Corridor Project was not done at the same time as the widening of the I-405 through the Pass. While this may have delayed some aspects of the widening project it hopefully would have resulted in overall project and time savings and a reduction on adjacent neighbors.

We anticipate that the construction costs for a heavy rail project will exceed those estimated for an above-ground monorail. While we are not in the position to compare all the costs and benefits of the proposed options at this time, we would like to note from our past experience with the construction of the EXPOSITION LINE that it makes no sense to build a project "on the cheap." By this we mean that the Exposition Line was built with many at-grade crossings in our area that have created significant traffic and public safety issues. The community knew that, for example, that there should have been grade separation at the Overland Avenue crossing (which provides a route to a key onramp to the I-10 Freeway), but were told that doing so would be expensive as it would necessitate the relocation of a major sewage line. That was an error on the part of all involved; the communities throughout the area

as well as the many commuters who access the I-10 to come and go from Century City, Westwood Village, the UCLA Campus, VA campus, etc. know this was a mistake (and knew when it was proposed). METRO saved something on the order of $225,000 per the estimates we were given at the time. The value of the lost time for drivers stalled as a result of the crossing has likely passed that dollar figure -- to say nothing about the impact of stalled buses, cars and trucks spewing greenhouse gas/pollutants as they are waiting to pass. The message is clear to us: Build a system that works for users and those in the surrounding area where the system operates. The two cannot be separated. Any evaluation of potential options must look at all elements – not just the "bottom line."

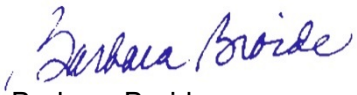
In order to get people out of single passenger vehicles, transit must be reliable and deliver a trip that does not add significant amount of travel time to a trip. Travel must be quick and as direct as possible. (For those accessing the route from a distance, METRO should also consider providing some convenient and reasonably priced vehicle parking lots as an aspect of the overall project.) Many live well beyond the "first mile/last mile" and would be happy to drive to a station in order to take transit if they knew that it would deliver them to their destination at a time certain for everyone knows that a trip through the I-405 is often met with significant delays and bumper-to-bumper traffic during peak hours.

Also, while not included as part of any past or current METRO projects, so far as we are aware, the provision of at least one public rest room along a major transportation route would vastly improve the route's attractiveness to riders. While recognizing the challenges faced in providing clean and safe public rest rooms, we do not believe that the system can continue to operate without recognizing the need to provide rest room facilities in key locations along the METRO system. The lack of such facilities creates a problem for many riders and especially for the elderly, those traveling with young children and for those taking longer trips. It is no longer possible to rely upon a nearby business to provide such amenities for riders. It is time that METRO take responsibility for planning for these essential facilities as part of the design of its major transit lines.

Operational costs are of great interest and must be fully examined in future evaluations of options. We would like to have an understanding of per trip/per rider costs for the various options. With the current labor shortage seen in METRO, what are the long-term projections for the agency being able to sustain a workforce capable of adequately staffing this new route and all others expected to come into service that require attendants/drivers?

We thank you for your consideration of our comments.

Yours sincerely,



Barbara Broide
President, Westwood South of Santa Monica Blvd. HOA

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The Transit Coalition (a project of Pacoima Beautiful) is a nonprofit public charity exempt from federal income tax under Section 501[c](3) of the Internal Revenue Code

11 February 2022

Peter Carter
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Los Angeles County Metropolitian Transportation Authority
One Gateway Plaza, M/S: 99-22-06
Los Angeles, CA 90012-2952

RE: Scoping Comments on Sepulveda Transit Corridor Project
Via email: sepulvedatransit@metro.net

Dear Mr. Carter:

The Transit Coalition, a Southern California based nonprofit transit advocacy group, appreciates the opportunity to submit Scoping Comments related to the Sepulveda Pass Transit Corridor Project. The Coalition has been one of the original proponents of this critical non-automotive mobility alternative directly connecting West Los Angeles to the San Fernando Valley without the convoluted routing using the Sepulveda Pass.

The Coalition has always advocated a tunnel to connect the Van Nuys Boulevard pedestrian /transit corridor directly to the center of the UCLA campus and the Wilshire Boulevard subway with the most efficient walking and disabled connectivity, rather than long, inconvenient pedestrian hostile alignments involving the I-405 Freeway.

Based upon these basic urban transit connectivity principles, alternatives 1, 2 and 3 absolutely fail convenient walking and transfer timeframes and should be rejected.

Alternatives 4, 5 and 6 offer direct connections to UCLA, which is the fourth largest employer in Los Angeles County via bus, urban rail and other mobility options such as walking and biking, without undue delays to conveniently access the campus, while offering the best population, job and educational density. The San Fernando Valley end offers connections to the Metro Busway, numerous bus routes, Metrolink and Amtrak.

The issue of project cheapness gained by utilizing Options 1, 2 and 3 results in hideous pedestrian times, environmental duress and delay potential, such as Sepulveda Pass vehicle fires and wildfires plus traffic accidents, and inconvenient multiple transfer steps to access the UCLA/Westwood educational, employment and medical centers.

Sincerely,

Bart Reed
Executive Director

Westwood Community Council, Inc.

Please see attached letter.

Thank you.

WESTWOOD COMMUNITY COUNCIL, INC.
c/o Steven D. Sann, Chair
907 Westwood Boulevard, #203
Los Angeles, CA 90024-2904
Writer's Direct Phone: (213) 448-8147
Writer's Email: stevesann2001@yahoo.com

Via email – sepulvedatransit@metro.net

February 11, 2022

LA Metro Board of Directors
c/o Mr. Peter Carter, Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012

In Re: Sepulveda Transit Corridor Project – Scoping Public Comments

Dear LA Metro Board of Directors and Mr. Carter:

I am the Chair of the Westwood Community Council, Inc.* (WCC) writing in reference to the Metro proposal noted above, the Sepulveda Transit Corridor Project (SCTP), currently being analyzed.

Our WCC has long been on record supporting the position adopted by the Westside Regional Alliance of Councils (WRAC), of which we are a member, regarding the SCTP. We are also proud partners with the STCP4ALL Coalition. Specifically, our Council believes that a successful Sepulveda Transit Corridor alignment must include ALL of the following elements:

- An underground Station located directly on the main UCLA campus, at UCLA Gateway Plaza.

- A seamless connection to Westwood Village and the Westwood/UCLA Station of the Wilshire Purple "D" Line Subway currently under construction.

- A one-seat ride from the San Fernando Valley directly to UCLA and Westwood Village, continuing on to the Expo "E" Line Light Rail (and the same one-seat ride in reverse), thereby offering essential connectivity and continuity to major north-south and east-west transit lines.

Therefore, Alternatives 1 and 2 should be dismissed for, among other reasons, failing to provide an on-campus UCLA Station, and also failing to connect with the Wilshire Purple "D" Line Subway in Westwood. Similarly, Alternative 3 must be dismissed for failing to provide a direct connection with the Wilshire Purple "D" Line Westwood/UCLA Subway Station. All three of these monorail options also fail to provide adequate ridership capacity, are incompatible with Metro's existing transit systems

and rolling stock, and also would force transit riders to wait to board the monorail at stations that are dangerously perched above the pollution-ridden 405 Freeway. All of those facts are disqualifying.

Alternative 4 also fails the test of acceptable design by having an elevated Station in the Sherman Oaks area, which would force riders to board the train in a very awkward and convoluted manner, and also would have very significant negative environmental impacts on nearby properties and neighbors, not the least of which include noise, pollution, blight, and other significant impacts.

As I have commented several times during public testimony, given the fact that both the Red and Purple lines are, end-to-end, a heavy rail subway, based on the transit and ridership demands, this STCP also must be a heavy rail subway, end-to-end, especially considering the ridership projections for this line greatly exceed the ridership of these two existing transit lines which qualified for underground heavy rail.

Thus, given Metro's goals of improving mobility, accessibility, equity, and sustainability, only the heavy-rail Alternatives 5 and 6 can provide a solution to the issues of projected ridership capacity, traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region.

Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000, equivalent to that of a mid-sized city.

Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Alternatives 1 and 2 which rely on a shuttle transfer are destined to fail, and as noted above, they must be dismissed as entirely.

A Station on the UCLA campus and direct connection to Westwood Village and the Wilshire Purple "D" Line Subway is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the third largest employer in Los Angeles County. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Some 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes including many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has more than 2,300 businesses. Providing a Station directly on the UCLA campus is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region.

As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a Station located directly on the UCLA campus, as well as a direct connection to the Westwood/UCLA Station of the Purple "D" Line Subway will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates Alternatives 1 and 2. Alternative 3, while including a UCLA Station, lacks direct connectivity with a number of other Metro lines, including the Orange "G" Line, the Purple "D" Line, the Expo "E" Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Alternative 4 suffers from a very poor above ground station in Sherman Oaks.

Therefore, only Alternatives 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals?

The SCTP has the potential to dramatically change the way we view transit in the Westside. However, the monorail options without a UCLA Station, a direct connection to the Westwood Purple "D" Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate Alternatives 1, 2, 3, and 4.

As part of your scoping process, I ask that the following elements also be thoroughly studied and analyzed:

- Please consider and analyze an alternative to the proposed terminus of Alternative 6 by an "Alternative 6-B" terminating at the Sepulveda & Exposition Expo Station, in addition to currently proposed terminus at Bundy & Exposition.

- Please consider and analyze the possibility of using longer trains, consistent with the rolling stock currently used by both the Red "B" Line and the Purple "D" Line. This will necessitate larger (longer) stations, and such construction and maintenance costs must be thoroughly analyzed.

- Please consider and analyze the option of having Alternatives 5 and 6 using both AUTOMATED trains, as well as HUMAN-DRIVEN trains.

- Perhaps most importantly, please fully study and analyze the following key question: Whether a tunnel can be safely constructed and operated through the Santa Monica Mountains, connecting the San Fernando Valley to Westwood and the Westside. Such analysis must include, at a

minimum, considerations of Seismology, Geology, Hydrology, Biology, Ecology, Engineering, wildlife impacts, noise, vibration, erosion, pollution, and all other relevant environmental impacts.

If you have any questions about this matter, please do not hesitate to contact me. Thank you very much.

Sincerely,

Steven D. Sann

Steven D. Sann
Chair

SDS:hs

**The Westwood Community Council, Inc. (WCC) is the oldest, largest, and most broadly-based Westwood community-wide organization that represents the more than 150,000 stakeholders who live, work, own property, own or operate businesses, attend school, or participate in a wide variety of organizations within the 90024 and 90095 communities. The WCC is the only Council that represents the entire Westwood Community Plan area as established by the City of Los Angeles. Founded in 2009 as a California non-profit public benefit corporation, the WCC includes representatives and members from business and commercial property owners, merchant and business organizations, Westwood's business improvement district, four major homeowner associations, apartment and condominium multi-family residential renters and owners, senior citizen residential organizations, K-12 public and private schools, non-profit organizations, religious institutions, volunteer service and civic groups, parks and recreation organizations, veterans and public safety groups, environmental and land use organizations, UCLA undergraduate and graduate students, UCLA faculty and staff, and major arts and cultural institutions. The boundaries of the WCC, which generally follow the boundaries of the Westwood Community Plan area for the City of Los Angeles, are: Sunset Boulevard on the north, Santa Monica Boulevard on the south, the Beverly Hills border on the east, and the 405 Freeway on the west.*

Michael Browning, President
mike.browning@vnnc.org
Kathy Schreiner, Vice President
kathy.schreiner@vnnc.org
John HendrySecretary
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Hakop 'Jack' Azatyan
Myrra Bolla
John Camera
Jeff Dunn
Brian Edelman
David Hatari
Damaris Macias
Lillian Macias
Richard Marks
Glen Makiri
Danielle Rouillard
Suju Vijayan
Kibwe Trim
Haille Trimboli
Matt Wayne

Van Nuys Neighborhood Council

Van Nuys
Neighborhood Council
P.O. Box 3118
Van Nuys, CA 91407-3118

Email: info@vnnc.org
www.vnnc.org

February 11, 2022

Mr. Peter Carter, Project Manager
Sepulveda Transit Corridor Project
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012

RE: **Van Nuys Neighborhood Council Recommendation – Sepulveda Transit Corridor Project Environmental Study**

Dear Mr. Carter:

I write to inform you of the recommended action of the Van Nuys Neighborhood Council (VNNC), adopted at its regular meeting on Wednesday, February 9, 2022, regarding the LA Metro Sepulveda Transit Corridor Project.

The VNNC recommends, first, opposition to any proposal to implement that would place any part of the transit project above ground. Second, the VNNC supports Alternative 6 under consideration, providing for heavy rail entirely underground to run along Van Nuys Boulevard from the Northern Terminus at the Van Nuys Metrolink station to the Southern Terminus at the E Line Expo/Bundy station, **with amendment to add one additional stop at either Victory Boulevard or Burbank Boulevard**.

The Council wishes to express appreciation to LA Metro for presenting as part of its outreach on the project to the VNNC Planning and Land-Use Committee on January 27, 2022, all of the alternatives under its consideration. Should you have any questions or wish to further discuss, please feel free to contact VNNC Board Member Jeffrey Dunn at Jeffrey.dunn@vnnc.org.

Thank you for your consideration.

Sincerely,

Kathy Schreiner
Vice President, Van Nuys Neigborhood Council

Cc: Cory Zelmer, Deputy Executive Officer
Jody Litvak, Senior Director, Countywide Planning
Matthew Marquez, Community Relations Officer

International Monorail Association

Dear Mr. Carter and the Sepulveda Transit team,
Through our member companies, we have learned about the recent public hearing of your proposed Sepulveda Transit Corridor project. First, we would like to express that your open technology approach is very remarkable. This is not always the case with such challenging projects. Nevertheless, we can imagine that the 6 different alternatives will not be discussed without prejudice. The International Monorail Association is a non-for profit Members Association whose mission is to organize the mass transit global monorail sector, promote the application of monorail, publish information, and promote the establishment of performance standards. Currently our association has 37 member companies - spread around the globe. Our aim is to provide a platform for interaction between Public Authorities, the Monorail OEM Industry, the Monorail Operating and Maintenance Companies, Monorail Consulting Engineering Companies and Monorail System Builders, with the purpose to aid in the responsible and efficient use of Monorail for Public Mass Transit. In this respect, we would like to take the opportunity to enter into a dialog and share with you information on technology assessment. To this end, you will find enclosed three presentations that go into great detail about the various transport solutions and explain their advantages and disadvantages. For your Sepulveda Transit Corridor Project, we see several advantages with the use of a monorail system: In addition to the topographical requirements for routing,
which monorails can meet well with comparatively tight curve radii and larger inclines, the speedy project implementation is one of the most compelling arguments. The results are quickly visible and, above all, usable for the population. Other major advantages are comparatively low investment costs and low operating costs. Monorail systems are an easy fit to urban areas (unobtrusive track) and match for difficult terrain due to its simpler infrastructure. Consider this email as an invitation for further exchange. We would also be happy to discuss this matter in more depth with our experts from the member companies.

Appendix Q-3. Letters from Elected Officials

CITY HALL
LOS ANGELES, CALIFORNIA 90012

February 11th, 2022

Peter Carter, Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: Sepulveda Transit Corridor Project Scoping Period Letter

Dear Mr. Carter:

As elected representatives of the San Fernando Valley, we write today to share the values that we feel must guide Metro's Scoping process in selecting a Locally-Preferred Alternative for the Sepulveda Transit Corridor Project ("Project"). We share this letter now in the hopes that early collaboration will result in the best possible version of the Project for both the City of Los Angeles and the region.

The Project presents an enormous opportunity to improve land use, mobility, and equity in Los Angeles. With over 400,000 people traveling in private vehicles through the Sepulveda Pass every weekday, even a small shift to transit will have a massive impact on emissions—and we foresee a much larger transformation than that. By connecting to Metrolink, three Metro Rail lines, and numerous bus lines, the Project will allow riders to take reliable, fast, and safe transit between the Valley, UCLA, and after Phase 2 is complete, LAX. These enhancements will greatly improve the County's rail network, and provide a critical connection from the Valley to the jobs-rich Westside.

For working class communities in the San Fernando Valley, this Project will be particularly transformative. Many people in the Valley currently rely on transit and endure hour-plus commutes with multiple transfers and frequent delays to access the neighborhoods that will be serviced by the Project. By cutting the trip from Van Nuys to West Los Angeles to less than half an hour, the Project will create easy access to jobs, education, recreation, and cultural opportunities for these communities.

Our Values Related to the Project

In order to maximize the potential for the Sepulveda Transit Corridor to serve the needs of our Valley communities we are framing our decisions about the project around the following values and positions:

- Metro must prevent significant and extended construction impacts to Van Nuys Boulevard from the Metrolink right-of-way to the Orange (G) Line, or any other impacts that could otherwise result in any significant disruption of service on the East San Fernando Valley Light Rail Corridor regardless of which Project Alternative is selected.

- The Project must be based on principles of equity. Any alternative that calls for above ground facilities in the San Fernando Valley but not for other segments of the Project corridor, or that in any way disproportionately disadvantages the San Fernando Valley and its residents, is not based on fairness and therefore is not acceptable.

- Any Project Alternative must have a station on the UCLA Campus and direct transfers (co-located stations) to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Orange (G) Line, the Purple (D) Line, and the Expo (E) Line.

- The area surrounding the Van Nuys Metrolink Station ranks in the top 5% of most environmentally impacted CalEnviroscreen census tracts. This area is proposed as the location of a new rail yard for the East San Fernando Valley Light Rail Line in several alternatives. If another rail yard is placed in this area, Metro must mitigate the environmental impacts by funding initiatives similar to the Los Angeles Department of Water and Power's community emission-reduction grant programs and create publicly accessible park space to buffer the facility.

- Metro should include, for any alternative, the study of an additional station to fill the 1.75 to 2-mile gap between the Orange (G) Line and Ventura Blvd with a potential station at either Burbank Blvd or Magnolia Blvd.

- As part of the Sepulveda Transit Corridor Project, Metro should incorporate public restrooms in all stations, station plazas, and station portals in construction and should include restroom operations and maintenance as a part of the line's operations and maintenance program.

- The city is planning large investments at the Sepulveda Basin and Los Angeles River, which will enhance their status as regionally important recreational and open space destinations. Any Project Alternative should include active transportation connections to both of these areas, which should be built and complete in time for the opening of transit service.

- Any Project Alternative should include analysis of First-Last Mile options for accessing stations and should prioritize station placement with better existing and potential access. Any First-Last Mile features should be built and complete in time for the opening of transit service.

- Similar to how Metro worked with the City of Los Angeles to secure an FTA Planning Grant for the East San Fernando Valley Transit Corridor, Metro should partner with the City to pursue funding, develop, and advance equitable land use planning around stations areas to:

    - Encourage mixed income and mixed-use development;
    - Evaluate direct and indirect displacement risk and mitigation measures;
    - Affordable housing retention and production;
    - Design elements to maximize transit usage in new development.

- Metro should proactively identify and evaluate potential Joint-Development opportunities at and around future station locations and with any land acquired through property acquisition for the project for all alternatives.

The Sepulveda Pass is one of the most congested corridors in the nation. This Project represents an opportunity to invest in sustainable and reliable mass transit infrastructure that will fundamentally transform the travel and daily lives of millions of residents. It is imperative that Metro plan this project in a way that produces the greatest long-term benefits for transit riders and residents for decades to come—even if that requires more upfront investment.

We look forward to continuing to work with you to make this important project a reality.

Sincerely,

NURY MARTINEZ
LA City Council President
Councilmember, 6th District

PAUL KREKORIAN
Councilmember, 2nd District

NITHYA RAMAN
Councilmember, 4th District

MONICA RODRIGUEZ
Councilmember, 7th District

CC: Hilda L. Solis, Metro Board Chair
Ara Najarian, Metro 1st Vice Chair
Jacquelyn Dupont-Walker, Metro 2nd Vice Chair
Kathryn Barger, Metro Board Member
Mike Bonin, Metro Board Member
James Butts, Metro Board Member
Eric Garcetti, Metro Board Member
Fernando Dutra, Metro Board Member
Janice Hahn, Metro Board Member
Sheila Kuehl, Metro Board Member
Holly Mitchell, Metro Board Member
Tim Sandoval, Metro Board Member
Tony Tavares, Metro Board Member
Stephanie Wiggins, Metro CEO

BRAD SHERMAN
UNITED STATES CONGRESS

February 10, 2022

PH: (202) 225-5911
FAX: (202) 225-5879

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

Re: Sepulveda Pass Corridor Project

Dear Mr. Carter:

No infrastructure project is more critical to the transit needs of the San Fernando Valley than the completion of the Sepulveda Pass Corridor project. Linking the Valley to the Purple Line in West Los Angeles, with a future connection to LAX, provides the best opportunity to draw large numbers of commuters out of their cars and lessen traffic on the 405 freeway. For these reasons, I strongly supported Measure M and have consistently fought for federal funds for this project.

Unfortunately, the recent release of six alternatives under consideration, without the publication of cost, speed, parking, and ridership estimates (among other metrics critical to their evaluation) has given rise to confusion and alarm within the communities identified as possible hosts to the alignment routes. To ensure that the train and its construction meets commuter needs while protecting neighborhoods, Metro should commit to hosting town hall meetings with each of the relevant neighborhood councils and homeowner's associations to address their concerns.

Additionally, any alignment involving tunneling must prevent disturbances that could be experienced at ground-level. Metro should not even be considering an alignment which would place above-ground heavy-rail along Sepulveda Blvd. And each subterranean proposal should indicate depth, ventilation, and other aspects relevant to determining the effects to those living above.

Furthermore, as these trains are intended to move people as quickly as possible, each stop along the alignment should justify itself as a significant ridership entry and exit point. It makes little sense including stops that relatively few passengers will use. Any stop at the Getty Center needs to meet these criteria.

Before an alignment may be properly considered the "locally preferred" alternative, residents and commuters need sufficient information to express their preference and reservations. I look forward to the opportunity to address the technical details of these alternatives, their environmental implications, parking options, potential for legal challenge and delay, as well as their respective cost, speed, and ridership as soon as they become available.

Sincerely,

BRAD SHERMAN
Member of Congress

RECYCLED PAPER

Appendix R. Public Comment Coding Categories

Table R-1. Public Comment Coding Categories

Category	Description
Planning	
(P1) Project Objectives	Comments on the goals and objectives of the Project
(P2) ADA Accessibility	Comments on if/how the system (both vehicle and stations) can be easily accessible to mobility-impaired people
(P3) Equity	Comments on whether certain alignment routing, configuration, etc. is fair or equitable
(P4) System Integration/Connectivity	Generic comments that the Project should be planned as part of a network with convenient transfers to other transit services
(P5) Cost and Funding	Comments on capital and O&M costs, available funding sources
(P6) Overall Project Alignment	Comments on the Project routing and what destinations should be served
(P7) Public Input Solicitation and Incorporation	Comments on how public input will be considered and incorporated into the LPA selection process
(P8) CEQA Process	Comments on the CEQA process, including what environmental topics should be studied
(P9) PDA-Related Comments	Comments related to alternative delivery methods or the PDA teams
(P10) Alternatives Selection	Comments on how the alternatives were selected or how the LPA will be selected
(P11) Project Timeline	Comments on the completion date of the Project
(P12) LAX Extension	Comments emphasizing the need to extend to LAX
Design	
(D1) Alignment of Specific Alternative	Comments on the routing of a specific alignment
(D2) Profile	Comments on the vertical profile of an alignment or stations
(D3) Stations	Comments on specific station locations, number of stations, station placement, footprint, station access, station design, multimodal connectivity, etc.
(D4) Portal Locations	Comments on construction and station portal locations
(D5) Maintenance Needs and Facility	Comments regarding maintenance needs (skilled workers and facilities)
(D6) Supporting Facilities	Comments on supporting facilities such as TPSS, vent shafts, etc.
(D7) Construction Methods & Staging	Comments on construction methods or impacts
(D8) Operations	Comments related to operational details (including station to station travel time, frequency, overall travel time, etc.) and system/mode reliability
(D9) Carrying Capacity	Comments mentioning system capacity

Category	Description
(D10) UCLA Connection	Comments regarding specific connection method to UCLA
(D11) Parking	Comments mentioning parking needs around stations
(D12) Emergency Plans	Comments regarding emergency evacuation and repair plans
(D13) Vehicle Specifications	Comments related to the technical specifications, interoperability and performance of proposed transit technologies
(D14) Existing Rail Integration	Comments suggesting interlining or interoperating with existing and planned rail transit systems
Environmental	
(E1) Transportation/Traffic	Comments on traffic impacts
(E2) Land Use & Development	Comments on population and employment forecasts or land use plans
(E3) Real Estate and Acquisitions	Comments on property acquisition or property values
(E4) Community & Neighborhood Impacts	Comments on impacts to communities or neighborhoods
(E5) Visual & Aesthetic Impacts	Comments mentioning visual blight, etc.
(E6) Air Quality Impacts	Comments mentioning pollution
(E7) Climate Change and GHG	Comments mentioning the potential for the Project to contribute to climate change
(E8) Noise & Vibration	Comments mentioning the noise and vibration impacts to users and to neighborhoods
(E9) Ecosystems/Biological Resources	Comments on wildfire, wildlife crossing, etc.
(E10) Geotechnical/Subsurface/Seismic/Hazardous Materials	Comments on earthquakes and system durability amid natural disasters
(E11) Water Resources	Comments on water resources, including hydrology and flood plains
(E12) Energy	Comments suggesting use of alternative energy sources
(E13) Historic, Archeological & Paleontological Impacts	Comments on cultural/tribal resources and paleontology
(E14) Parks/Rec Facilities/Section 4F	Comments related to recreational facilities
(E15) Economic & Fiscal Impacts	Comments about impacts to business or tax receipts
(E16) Safety & Security	Comments on safety and security concerns
(E17) Construction Impacts	Comments regarding environmental concerns specifically during the construction period
(E18) Growth Inducing Impacts	Comments related to induced growth
(E19) Cumulative Impacts	Comments related to cumulative impacts
(E20) Environmental Justice	Comments about equity and environmental justice for both users and neighborhoods

Category	Description
Alternatives	
(A1) Support No Build	Comments supporting No Build alternative
(A2) Suggestion of New Alternative	Comments suggesting variations of current alternatives or new alternatives (including new modes)
(A3) Support Monorail	Comments supporting the monorail mode
(A4) Oppose Monorail	Comments opposing the monorail mode
(A5) Support Automated HRT	Comments supporting the automated heavy rail mode
(A6) Oppose Automated HRT	Comments opposing the automated heavy rail mode
(A7) Support Heavy Rail	Comments supporting the heavy rail mode (but did not specify automated or not)
(A8) Oppose Heavy Rail	Comments opposing the automated heavy rail mode (but did not specify automated or not)
(A9) Oppose Alt 1	Comments specifically opposing Alternative 1
(A10) Oppose Alt 2	Comments specifically opposing Alternative 2
(A11) Oppose Alt 3	Comments specifically opposing Alternative 3
(A12) Oppose Alt 4	Comments specifically opposing Alternative 4
(A13) Oppose Alt 5	Comments specifically opposing Alternative 5
(A14) Oppose Alt 6	Comments specifically opposing Alternative 6
(A15) Support Alt 1	Comments specifically supporting Alternative 1
(A16) Support Alt 2	Comments specifically supporting Alternative 2
(A17) Support Alt 3	Comments specifically supporting Alternative 3
(A18) Support Alt 4	Comments specifically supporting Alternative 4
(A19) Support Alt 5	Comments specifically supporting Alternative 5
(A20) Support Alt 6	Comments specifically supporting Alternative 6
Outreach	
(O1) E-mail Sign-up	Comments asking to receive Project updates
(O2) General Question and Comment	General comments not directly related to the Project and/or cannot be put under other specific categories
(O3) General Support	Comments supporting the Project without mentioning specific alternatives
(O4) General Opposition	Comments opposing the Project without mentioning preference for No Build
(O5) Outreach General	Comments about the purpose of and approach to outreach for the Project
(O6) Outreach Process	Comments about the outreach process and next steps

Source: HTA Partners, 2022

ADA = Americans with Disabilities Act

Appendix S. Agency Scoping Comments

California Department of Fish and Wildlife

The California Department of Fish and Wildlife has completed review of a Notice of Preparation of a Draft Environmental Impact Report for the Metro Sepulveda Transit Corridor Project (SCH #202110432). Please find CDFW's comment letter attached. Thank you for the opportunity to provide comments. If you have any questions or concerns regarding CDFW's comments, please feel free to contact CDFW at your convenience. Sincerely,

DocuSign Envelope ID: 0AFE22E5-9452-496C-9177-6D9C6E7868C4

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Via Electronic Mail Only

February 4, 2021

Peter Carter
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
CarterP@metro.net

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Metro Sepulveda Transit Corridor Project, SCH #2021110432, Los Angeles County Metropolitan Transportation Authority, Los Angeles County

Dear Mr. Carter:

The California Department of Fish and Wildlife (CDFW) has reviewed a Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) from the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the Metro Sepulveda Transit Corridor Project (Project). CDFW appreciates the opportunity to provide comments regarding aspects of the Project that could affect fish and wildlife resources and be subject to CDFW's regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Description and Summary

Objective: The proposed Project would construct and provide a high-capacity fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass to connect the San Fernando Valley and west side of Los Angeles. The Project proposes six build alternatives. All six alternatives would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak station and a southern terminus with a connection to the Metro E Line (Expo/Sepulveda). The DEIR will also include consideration of a "No Build" alternative that does not include the construction of a fixed guideway line.

- **Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to University of California, Los Angeles (UCLA)** – Alternative 1 would utilize monorail technology with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations at Exposition Boulevard (Metro E Line), Santa Monica Boulevard, Wilshire Boulevard (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station. At Wilshire Boulevard, an aerial station would be located on the west side of I-405 and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza. A maintenance and storage facility for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

- **Alternative 2: Monorail with aerial alignment in I-405 corridor and aerial automated people mover connection to UCLA** – Alternative 2 would utilize monorail technology along an alignment same as that of Alternative 1. Alternative 2 would have the same eight aerial monorail stations as Alternative 1. The length of the alignment between the terminus stations would be 15.8 miles. At Wilshire Boulevard, an aerial station would be located on the south side of the street along Veteran Ave. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Boulevard would connect to an aerial Automated People Mover station on the north side of the street. From there, the Automated People Mover would travel on a 1-mile aerial guideway located primarily along Gayley Avenue to an aerial Automated People Mover station near the west end of Bruin Walk on the UCLA campus. Location of maintenance and storage facilities for monorail and Automated People Mover vehicles would be the same as that of Alternative 1.

- **Alternative 3: Monorail with aerial alignment in I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard –** Alternative 3 would utilize monorail technology along an alignment same as that of Alternative 1. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment

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between the Getty Center and Wilshire Boulevard. South of Santa Monica Boulevard and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Boulevard, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Boulevard, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations same as that of Alternative 1. Location of maintenance and storage facilities for monorail vehicles would be the same as that of Alternative 1.

- **Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley** – Alternative 4 would utilize steel-wheel heavy rail transit trains with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Boulevard in the San Fernando Valley. Between this portal and Ventura Boulevard, the guideway would be aerial on the east side of I-405. North of Ventura Boulevard, the guideway would generally be located above Sepulveda Boulevard until curving southeast to parallel the Metrolink Ventura County Line railroad tracks. Alternative 4 would have four underground stations at Exposition Boulevard (Metro E Line), Santa Monica Boulevard, Wilshire Boulevard (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Boulevard, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. A maintenance and storage facility for heavy rail transit vehicles would be located west of Woodman Avenue south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 5: Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley** – Alternative 5 would utilize steel-wheel heavy rail transit trains along an alignment same as that of Alternative 4. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4 but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks. Alternative 5 would have seven underground stations at Exposition Boulevard (Metro E Line), Santa Monica Boulevard, Wilshire Boulevard (Metro D Line), UCLA Gateway Plaza, Ventura Boulevard, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. Location of a maintenance and storage facility for heavy rail transit vehicles would be the same as that of Alternative 4.

- **Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Boulevard in the San Fernando Valley and southern terminus station on Bundy Drive –** Alternative 6 would utilize the same driver-operated steel-wheel heavy rail transit trains as used on the Metro B and D lines with planned peak frequencies of 4 minutes. Trains would consist of two, four, or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The length of the alignment between the terminus stations would be 12.6 miles. The alignment

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would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Boulevard. Alternative 6 would have seven underground stations at Olympic Boulevard (Metro E Line), Santa Monica Boulevard (West LA Civic Center), Wilshire Boulevard (Metro D Line), UCLA Gateway Plaza, Ventura Boulevard, the Metro G Line and the Van Nuys Metrolink Station. A maintenance and storage facility for heavy rail transit vehicles would be located east of Van Nuys Boulevard north of the Van Nuys Metrolink Station.

Location: The proposed Project would construct a public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass/I-405 corridor.

Comments and Recommendations

CDFW offers the comments and recommendations below to assist LACMTA in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. The DEIR should provide adequate and complete disclosure of the Project's potential impacts on biological resources [Pub. Resources Code, § 21061; CEQA Guidelines, §§ 15003(i), 15151]. CDFW looks forward to commenting on the DEIR when it is available.

Specific Comments

1) Impacts on Mountain Lion (*Puma concolor*). The Sepulveda Pass/I-405 corridor has led to the following impacts on mountain lion: mortality due to vehicle strikes; extreme habitat fragmentation; and population isolation (Center for Biological Diversity 2019). Even though Sepulveda Pass/I-405 corridor is a barrier to mountain lion movement between the Santa Monica Mountains National Recreation Area/Eastern Santa Monica Mountains, mountain lion (most famously a male mountain lion P-22 tracked by the National Park Service) have successfully crossed this barrier. The Project (specifically Alternatives 1, 2, and 3) could introduce an additional barrier to mountain lion movement. The Project could therefore exacerbate the challenges faced by mountain lion in the Santa Monica Mountains.

   a) Protection Status: The mountain lion is a specially protected mammal in the State (Fish and G. Code, § 4800). In addition, on April 21, 2020, the California Fish and Game Commission accepted a petition to list the Southern California/Central Coast Evolutionary Significant Unit of mountain lion as threatened under CESA (CDFW 2020). As a CESA candidate species, the mountain lion in southern California is granted full protection of a threatened species under CESA. With respect to the Santa Monica Mountains subpopulation of mountain lion, with continued isolation, inbreeding, and loss of genetic diversity, there is increasing risk of inbreeding depression and extinction. With inbreeding depression, the probability of extinction for the Santa Monica Mountains subpopulation within 50 years is predicted to be 99.7 percent, with a median time to extinction of 15.1 years (Center for Biological Diversity 2019).

   b) Analysis and Disclosure: The DEIR should analyze and discuss the Project's potential impact and cumulative impact on mountain lion during both Project construction and for the Project's lifetime. Impacts on mountain lion behavior, reproductive viability, and overall survival success should be analyzed discussed for Alternatives 1 through 6. In

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addition, the DEIR should analyze from the standpoint of the following impacts: 1) strikes from train cars; 2) introducing new/additional barriers to dispersal; 3) constraining wildlife corridors and pinch points leading to severed migration; 4) habitat loss, fragmentation, and encroachment; 5) increased human presence, noise, and lighting from train stations and along the proposed alignments; and 6) and use of herbicides, pesticides, and rodenticides. Such analysis should be informed by a study to assess mountain lion movement, territory size, and habitat use within and surrounding the Project vicinity. CDFW recommends using wildlife cameras to aid in identification of areas that may be important to wildlife movement between the Santa Monica Mountains National Recreation Area/Eastern Santa Monica Mountains.

In addition, the DEIR should discuss the Project's potential impacts on habitat blocks and wildlife corridors identified in the Eastern Santa Monica Mountains Habitat Linkage Planning Map (Santa Monica Mountains Conservancy 2020). "The habitat blocks designated on the Eastern Santa Monica Mountains Habitat Linkage Planning Map are critical, precisely-mapped environmental resources within the Santa Monica Mountains Zone (established in Section 33105, California Public Resources Code), and are therefore environmental resources of critical concern pursuant to CEQA Guidelines Section 15300.2(a)" (Santa Monica Mountains Conservancy 2021). Finally, the DEIR should discuss the Project's potential effect on any on-going or planned habitat recovery and restoration efforts for mountain lion.

c) Avoidance: CDFW recommends LACMTA consider a Project alternative that would fully avoid the Project's potentially significant impact on mountain lion. In addition, CDFW recommends the Project fully avoid impacts on habitat blocks and wildlife corridors designated on the Eastern Santa Monica Mountains Habitat Linkage Planning Map.

d) Compensatory Mitigation: CDFW recommends LACMTA minimize the Project's potential impacts on mountain lion through creation of wildlife crossings that would facilitate mountain lion movement and dispersal. If avoiding and minimizing impacts is not feasible, CDFW recommends the DEIR provide measures to mitigate for the Project's potentially significant impact on mountain lion. LACMTA should provide compensatory mitigation for loss of mountain lion habitat, corridors, and linkages. The DEIR should justify how the proposed compensatory mitigation would reduce impacts on mountain lion to less than significant. Appropriate mitigation may include obtaining appropriate take authorization under CESA (pursuant to Fish & Game Code, § 2080 et seq.).

e) CESA: Appropriate take authorization under CESA may include an Incidental Take Permit (ITP) among other options [Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)]. To obtain appropriate take authorization under CESA, early consultation with CDFW is encouraged, as significant modification to a project and mitigation measures may be required to obtain a CESA permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project's CEQA document addresses all Project impacts on CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

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2) Open Space and Natural Habitats. According to the California Protected Areas Database Holdings (CPAD) dataset available in the California Natural Diversity Database in BIOS (CNDDB), the following protected areas are located adjacent to Sepulveda Pass/I-405 corridor: Getty View Park and Trailhead; Sepulveda Pass Open Space; and Mission Canyon Open Space. The Project may require encroachment or easements onto lands adjacent to the Sepulveda Pass/I-405 corridor (CDFW 2021a).

   a) Analysis and Disclosure. CDFW recommends the DEIR discuss the Project's potential impact on open space/natural habitats resulting from Project-related construction and activities, ground-disturbance activities (e.g., mobilization, parking, staging, and access), vegetation removal, fuel modification, herbicide application, spread of invasive species, altered hydrology, and altered habitat conditions (e.g., microclimate, soils, and slope). The DEIR should disclose the amount of open space/natural habitats impacted as a result of the proposed Project for Alternatives 1 through 6.

   b) Avoidance and Setback. CDFW recommends the Project fully avoid developing and encroaching onto open space/natural habitats. Encroachment onto open space/natural habitats creates an abrupt transition between two different land uses. Encroachment onto open space/natural habitats could affect environmental and biological conditions and increase the magnitude of edge effects on biological resources. CDFW recommends the DEIR consider a Project alternative that would not result in developing, encroaching onto, or converting open space/natural habitats. Where the Project may occur near but avoid impacts on open space/natural habitats, CDFW recommends the DEIR include effective unobstructed vegetated buffers and setbacks adjoining open space/natural habitats. The DEIR should provide justifications for the effectiveness of chosen buffer and setback distances to avoid impacts on open space/natural habitats.

3) Jurisdictional Waters. According to the U.S. Fish and Wildlife Service's (USFWS) National Wetland Inventory, watercourses occur on both the west and east side of Sepulveda Pass/I-405 corridor (USFWS 2021). Project construction and activities occurring adjacent to streams could impact the stream and associated vegetation. Streams could be channelized or diverted underground. The watercourse could become impaired because of streambank erosion due to Project-related activities. Vegetation along a stream could be removed or degraded through habitat modification (e.g., loss of water source, encroachment, and edge effects leading to introduction of non-native plants). In addition, tunneling through the Eastern Santa Monica Mountains could result in land subsidence or other physical changes, as well as potentially altering geology, leading to adverse impacts on streams and waterbodies.

   a) Stream Delineation and Impact Assessment. CDFW recommends the DEIR provide a stream delineation and analysis of impacts on any river, stream, or lake[1]. The delineation should be conducted pursuant to the USFWS wetland definition adopted by CDFW (Cowardin et al. 1979). Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of

[1] "Any river, stream, or lake" includes those that are dry for periods of time (ephemeral/episodic) as well as those that flow year-round (perennial). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a water body.

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Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification. The DEIR should disclose the linear feet and acres of streams and associated plant communities impacted by the Project for Alternatives 1 through 6. In addition, the DEIR should discuss whether the Project would require water diversion or dewatering during Project construction and for the Project's lifetime.

b) Avoidance and Setbacks. CDFW recommends the Project avoid impacts on streams and associated vegetation. Herbaceous vegetation adjacent to streams protects the physical and ecological integrity of these water features and maintains natural sedimentation processes. Where the Project may occur near a stream but avoids the watercourse and vegetation, CDFW recommends DEIR provide effective unobstructed vegetated buffers and setbacks adjoining streams and associated vegetation. The DEIR should provide justification for the effectiveness of chosen buffer and setback distances to avoid impacts on the stream and associated vegetation.

c) Compensatory Mitigation. If avoidance is not feasible, the DEIR should provide compensatory mitigation for impacts on streams and associated vegetation at no less than 2:1. LACMTA should provide higher mitigation for impacts on sensitive natural communities (see Comment #6) and presence of rare, sensitive, or special status flora and fauna.

d) Lake and Streambed Alteration (LSA) Agreement. CDFW exercises its regulatory authority as provided by Fish and Game Code section 1600 et seq. to conserve fish and wildlife resources which includes rivers, streams, or lakes and associated natural communities. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream or use material from a streambed. For any such activities, the project applicant (or "entity") must notify CDFW[2]. Accordingly, the DEIR should include a measure whereby the LACMTA would notify CDFW pursuant to Fish and Game Code section 1602 prior to starting activities that may impact streams. Please visit CDFW's Lake and Streambed Alteration Program webpage for more information (CDFW 2021b).

4) Hydroacoustic Effects on Fish. Alternatives 4, 5 and 6 of the Project proposes an underground transit corridor through the Eastern Santa Monica Mountains. Accordingly, the Project may require substantial ground disturbance in the Eastern Santa Monica Mountains. Streams and waterbodies in the Eastern Santa Monica Mountains may support fish. Fish are susceptible to pressure-mediated (sound pressure and barotrauma) injury to the ears and general body tissues. Sound pressure caused by blasting, construction equipment, tunneling, and pile driving could result in altered behavior, tissue damage, injury, or mortality of fish; fish could be impacted both physiologically and physically (Popper et al. 2015; Popper et al. 2019). In addition to impacts on individual fish, the Project could adversely

[2] CDFW's issuance of a LSA Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the environmental document of the local jurisdiction (lead agency) for the project. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the environmental document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSA Agreement.

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impact a population of fish if exposure to sound pressure has an impact on breeding or feeding success or alters migratory patterns. Widespread impaired hearing or sub-lethal injuries may result in impacts on populations. Effects could last from the immediate period of sound exposure to several weeks if fish are displaced from their preferred areas (Popper et al. 2015). In order for CDFW to comment on the Project's impact on fish, CDFW recommends the DEIR evaluate and discuss the following:

a) Species of native and non-native fish that are present or could be present in the Eastern Santa Monica Mountains, and for native fish species, whether the species is sensitive, special status under CESA and/or the Endangered Species Act, or may meet the CEQA definition of endangered, rare, or threatened (CEQA Guidelines, § 15380);
b) Project construction and activities that would result in sound pressure and ground vibrations such as blasting, tunneling, and pile driving;
c) Sound pressure sources and sound pressure levels (decibels) associated with each source, including peak sound pressure (Peak) and accumulative sound elevation level (SEL);
d) Frequency and duration of each sound pressure source;
e) Potential impacts on fish resulting from each sound pressure source; and,
f) Methods to attenuate sound pressure to avoid/minimize impacts on fish.

5) Rare Plants. Rare plant species may occur in open space/natural areas adjacent to the Sepulveda Pass/I-405 corridor. These include, but not limited to, species listed in Table 1.

Table 1. Rare plant species that may occur in the Project area.

Species	CRPR	Bloom Period
Mesa horkelia (*Horkelia cuneata* var. *puberula*)	1B.1	Feb - Jul
Southern tarplant (*Centromadia parryi* ssp. *australis*)	1B.1	May - Nov
Scrub oak (*Quercus dumosa*)	1B.1	Feb - Mar
Catalina mariposa lily (*Calochortus catalinae*)	4.2	Mar - Jun
Plummer's mariposa lily (*Calochortus plummerae*)	4.2	May - Jul
Hubby's phacelia (*Phacelia hubbyi*)	4.2	Apr - Jun
Southern California black walnut (*Juglans californica*)	4.2	Mar - Jun
Santa Barbara bedstraw (*Galium cliftonsmithii*)	4.3	May - Jul
Stiff lomatium (*Lomatium rigidum*)	4.3	Apr - May

California Rare Plant Rank (CRPR) and bloom period information from Calflora (2021)

a) Protection Status: Plants with a CRPR of 1B are rare throughout their range with most of them endemic to California. Most of the plants that are ranked 1B have declined significantly over the last century (CNPS 2021). Plants with a CRPR of 1B meet the definition of endangered, rare, or threatened species pursuant to CEQA Guidelines section 15380. Plants with a CRPR of 4 may meet the definition of endangered, rare, or threatened species.

b) Analysis of Impacts and Disclosure: LACMTA should retain a qualified biologist to conduct focused rare plant surveys in order to analyze the Project's impacts on rare

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plants for Alternatives 1 through 6. The survey area should include all areas subject to Project-related ground-disturbance activities (e.g., mobilization, parking, staging, and access) and vegetation removal during Project construction and over the Project's lifetime. The survey area should also include areas subject to Project-related fuel modification, herbicide application, spread of invasive species, altered hydrology, and altered habitat conditions (e.g., microclimate, soils, slope, and pollinators) supporting rare plants which are habitat specialists. Per established protocol, botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable (see General Comment #3). Botanical field surveys should be spaced throughout the growing season (e.g., early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present (CDFW 2018).

c) Avoidance: CDFW recommends LACMTA avoid impacts on rare plants and habitat. CDFW recommends the LACMTA consider a Project alternative that may avoid or substantially lessen any of the Project's significant effects on rare plants and habitat. In addition, CDFW recommends DEIR provide appropriate species-specific buffer/setback from rare plants and habitat. An appropriate buffer/setback should avoid direct and indirect impacts on rare plants and habitat, allow for population connectivity and expansion, and protect processes supporting rare plants such as plant-pollinator relationship and hydrology. The DEIR should provide justification for the effectiveness of chosen buffer and setback distances to protect rare plants and habitat during Project construction and over the Project's lifetime.

d) Compensatory Mitigation: If avoidance is not feasible, CDFW recommends the DEIR provide compensatory mitigation for both the Project's direct and indirect impacts on rare plants and habitat. Mitigation should be higher for the Project's impacts on rare plant species with a CRPR of 1B.

6) Sensitive Natural Communities: California walnut groves (*Juglans californica* Woodland Alliance) and Oak woodland (*Quercus* genus Woodland Alliance). California walnut groves and oak woodland may occur on open space/natural areas around the Sepulveda Pass/I-405 corridor.

a) Protection Status:

i. California walnut groves is a sensitive natural community with a rarity ranking of S3.2 (CDFW 2021c; Sawyer et al. 2009). California walnut groves are only found in southern California where this natural community has been significantly reduced due to urban development, type conversion, and agriculture.
ii. Some oak woodland alliances have a rarity ranking of S1, S2, or S3. While the coast live oak (*Quercus agrifolia* Woodland Alliance) has a rarity ranking of S4, some associations are rare (S1, S2, or S3) (Sawyer et al. 2009). Oak woodlands serve several important ecological functions such as protecting soils from erosion and land sliding, regulating water flow in watersheds, and maintaining water quality in streams and rivers. Oak woodlands also have higher levels of biodiversity than any other terrestrial ecosystem in California. Over 330 species of birds, mammals, reptiles, and amphibians depend on oak woodlands in California at some stage in their life cycle (CalPIF 2002). Moreover, oak woodlands are protected by the Oak Woodlands

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Conservation Act (pursuant under Fish and Game Code sections 1360-1372) and Public Resources Code section 21083.4 due to the historic and on-going loss of these resources. The percentage of oak woodlands that are developed in southern California is higher than in any other part of the State (Gaman and Firman 2006).

b) Analysis of Impacts and Disclosure: Natural communities with ranks of S1, S2, and S3 are considered Sensitive Natural Communities to be addressed in the environmental review processes of CEQA (CDFW 2021c). Accordingly, the DEIR should analyze and disclose the Project's impacts on natural communities for Alternatives 1 through 6, with a specific emphasis on sensitive natural communities including but not limited to California walnut groves and oak woodlands. To analyze the Project's impacts on natural communities, LACMTA should retain a qualified biologist identify and map natural communities in the Project. The qualified biologist should adhere to established protocols for mapping natural communities (see General Comment #3). Association-level mapping is recommended for California walnut groves and oak woodland alliances for CDFW to adequately comment on the Project's impact on these sensitive natural communities and mitigation measures for those impacts. Finally, southern California black walnuts can resprout after fire. Therefore, a California walnut grove should be mapped as such even if there are dead, drying, or disturbed trees.

c) Avoidance: CDFW recommends LACMTA avoid impacts on sensitive natural communities. CDFW recommends the LACMTA consider a Project alternative that may avoid or substantially lessen any of the Project's significant impacts on sensitive natural communities. In addition, CDFW recommends DEIR provide appropriate buffer/setback from sensitive natural communities. An appropriate buffer/setback should avoid direct and indirect impacts on sensitive natural communities, allow for population connectivity and expansion, and protect processes supporting sensitive natural communities such as hydrological processes in the case of California walnut groves. The DEIR should provide justification for the effectiveness of chosen buffer and setback distances to protect sensitive natural communities during Project construction and over the Project's lifetime.

d) Compensatory Mitigation: If avoidance is not feasible, CDFW recommends the DEIR provide compensatory mitigation for impacts on sensitive natural communities. Higher mitigation should be provided for impacts on S1 and S2 ranked sensitive natural communities. Impacts due to fuel modification or trimming should also be mitigated as these impacts would result in permanent loss and perpetual impacts on habitat function and quality. There should be no-net loss of individual trees and habitat acres for California walnut groves and oak woodland. Mitigation should be provided for both individual trees and habitat acres. The replacement of individual trees is inadequate to mitigate for the loss of habitat. LACMTA should provide higher mitigation for impacts on California walnut groves and oak woodland depending on factors such as extent of impacts, size of trees impacted, and presence of rare, sensitive, or special status flora and fauna.

7) Nesting Birds. There are multiple birding hotspots on both the west and east side of Sepulveda Pass/I-405 corridor (eBird 2021). Ground-disturbing activities and vegetation removal occurring during the bird and raptor breeding and nesting season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

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a) Protection Status. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.

b) Avoidance. CDFW recommends that measures be taken to avoid impacts on nesting birds and raptors. CDFW recommends the DEIR include a measure the Project avoids ground-disturbing activities (e.g., mobilizing, staging, drilling, and excavating) and vegetation removal during the avian breeding season which generally runs from February 15 through September 15 (as early as January 1 for some raptors) to avoid take of birds, raptors, or their eggs.

c) Minimizing Potential Impacts. If impacts on nesting birds and raptors cannot be avoided, CDFW recommends the DEIR include measures to minimize impacts on nesting birds and raptors. Prior to starting ground-disturbing activities and vegetation removal, CDFW recommends a qualified biologist conduct breeding bird and raptor surveys to identify nests occurring in the disturbance area and 100 feet from the disturbance area to the extent allowable and accessible. The qualified biologist should establish no-disturbance buffers to minimize impacts on those nests. CDFW recommends a minimum 300-foot no-disturbance buffer around active bird nests. For raptors, the no-disturbance buffer should be expanded to 500 feet and 0.5 mile for special status species, if feasible. Project personnel, including all contractors working on site, should be instructed on nesting birds, sensitivity of the area, and adherence to the no-disturbance buffers. Reductions in the buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors determined by a qualified biologist.

8) Loss of Bird and Raptor Nesting and Breeding Habitat. The Project may require easements onto or acquisition of land that provide habitat for nesting birds.

a) Analysis and Disclosure. CDFW recommends the DEIR analyze and discuss the Project's impact on bird and raptor nesting and breeding habitat for Alternatives 1 through 6. Edge effects should also be analyzed and discussed. The DEIR should disclose the acreage of bird and raptor nesting and breeding habitat that could be impacted and lost as a result of the proposed Project.

b) Avoidance and Compensatory Mitigation. CDFW recommends the Project avoid and minimize development and encroachment onto habitat for nesting birds. If avoidance is not feasible, CDFW recommends the DEIR provide compensatory mitigation for the loss of nesting bird habitat. Depending on the status of the bird or raptor species using the habitat that is impacted, compensatory mitigation should increase with the occurrence of a California Species of Special Concern (SSC). Replacement habitat acres should further increase with the occurrence of a CESA-listed threatened or endangered species.

9) Bats. Bats may forage and roost in open space/natural areas in the vicinity of the Project area. Ground-disturbing activities and vegetation removal could impact bats and roosts.

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Extra noise, human activity, dust, ground vibrations, or the reconfiguration of large objects can disturb roosting bats which may have a negative impact on the animals.

a) Protection Status: Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs., § 251.1). In addition, some bats are considered SSC. CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Take of SSC could require a mandatory finding of significance (CEQA Guidelines, § 15065).

b) Analysis and Disclosure: In preparation of the DEIR, CDFW recommends LACMTA retain a qualified bat specialist identify potential daytime, nighttime, wintering, and hibernation roost sites and conduct bat surveys within these areas (plus a 100-foot buffer as access allows) to identify roosting bats and any maternity roosts. CDFW recommends using acoustic recognition technology to maximize detection of bats.

c) Avoidance and Minimization. If the Project would impact bats, CDFW recommends the DEIR provide measures to avoid/minimize impacts on bats, roosts, and maternity roosts. The DEIR should incorporate mitigation measures in accordance with California Bat Mitigation Measures (Johnston et al. 2004).

General Comments

1) Disclosure. The DEIR should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).

2) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures [CEQA Guidelines, §§ 15002(a)(3), 15021]. Pursuant to CEQA Guidelines section 15126.4, an environmental document "shall describe feasible measures which could mitigate for impacts below a significant level under CEQA."

a) Level of Detail. Mitigation measures must be feasible, effective, implemented, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4). A public agency "shall provide the measures that are fully enforceable through permit conditions, agreements, or other measures" (Pub. Resources Code, § 21081.6). CDFW recommends LACMTA provide mitigation measures that are specific, detailed (i.e., responsible party, timing, specific actions, location), and clear in order for a measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

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b) Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures [CEQA Guidelines, § 15126.4(a)(1)]. In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to an SSC a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information:

a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage (CDFW 2021c);

b) A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018). Adjoining habitat areas should be included where the Project's construction and activities could lead to direct or indirect impacts off site;

c) Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project area and within adjacent areas. The Manual of California Vegetation (MCV), second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2009). Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts off site;

d) A complete and recent assessment of the biological resources associated with each habitat type in the Project area and within adjacent areas. CDFW's California Natural Diversity Database in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat (CDFW 2021a). An assessment should include a nine-quadrangle search of the CNDDB to determine a list of species potentially present in the Project area. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification

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for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review [CEQA Guidelines, § 15003(i)];

e) A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project area and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project area should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines for established survey protocol for select species (CDFW 2021d). Acceptable species-specific survey procedures may be developed in consultation with CDFW and USFWS; and,

f) A recent wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

4) Biological Direct, Indirect, and Cumulative Impacts. The DEIR should provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources with specific measures to offset such impacts. The DEIR should address the following:

a) A discussion regarding Project-related indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands [e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.)]. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the DEIR;

b) A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted [CEQA Guidelines, § 15126.2(a)];

c) A discussion of potential adverse impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures;

d) A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion should also address the potential water extraction activities and the potential resulting impacts on habitat (if any) supported by the groundwater. Measures to mitigate such impacts should be included;

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e) An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,

f) A cumulative effects analysis as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant and wildlife species, habitat, and natural communities. If LACMTA determines that the Project would not have a cumulative impact, the DEIR should indicate why the cumulative impact is not significant. LACMTA's determination should be supported by facts and analyses [CEQA Guidelines, § 15130(a)(2)].

5) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the DEIR:

a) A complete discussion of the purpose and need for, and description of the proposed Project;

b) Pursuant to CEQA Guidelines section 15126.6(a), an environmental document "shall describe a reasonable range of potentially feasible alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project." CEQA Guidelines section 15126.6(f)(2) states if the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion; and,

c) A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends LACMTA select an alternative that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends LACMTA consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The DEIR "shall" include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

d) Where the Project may impact aquatic and riparian resources, CDFW recommends the LACMTA select an alternative that would fully avoid impacts to such resources. CDFW

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also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level and cause the watercourse to alter its course of flow.

6) Data. CEQA requires that information developed in environmental impact reports be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special status species and natural communities detected by completing and submitting CNDDB Field Survey Forms (CDFW 2021e). To submit information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Releve Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2021f). LACMTA should ensure data collected for the preparation of the DEIR be properly submitted, with all data fields applicable filled out. The data entry should also list development as a threat to those sensitive and special status species and natural communities identified.

7) Use of Native Plants and Trees. CDFW strongly recommends avoiding non-native, invasive plants for landscaping and restoration, particularly any species listed as 'Moderate' or 'High' by the California Invasive Plant Council (Cal-IPC 2021). CDFW supports the use of native species found in naturally occurring vegetation communities within or adjacent to the Project area. Where the Project may need to replant trees, CDFW supports planting species of trees and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and provide a food source for birds.

8) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.

9) Compensatory Mitigation. The DEIR should include compensatory mitigation measures for the Project's significant direct and indirect impacts to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

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10) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.

11) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies. The Wetlands Resources policy the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California" (CFGC 2020). Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

    a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.

    b) The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

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Conclusion

CDFW requests consultation with LACMTA before and during preparation of the DEIR to resolve potential concerns regarding impacts on biological resources [CEQA Guidelines, §§ 15006(g), 15083]. The consultation will assist in the preparation of a CEQA document that will meet CDFW's needs when we potentially need to exercise our regulatory authority as a Responsible Agency under lake and streambed alteration regulatory authority and/or authority under the California Endangered Species Act [Fish & G. Code, §§ 1600 et seq.; 2080.1; 2081 subds. (b) and (c)].

We appreciate the opportunity to comment on the NOP for the Metro Sepulveda Transit Corridor Project to assist the Los Angeles County Metropolitan Transportation Authority in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Ruby Kwan-Davis, Senior Environmental Scientist (Specialist), at Ruby.Kwan-Davis@wildlife.ca.gov or (562) 619-2230.

Sincerely,

DocuSigned by:

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Victoria Tang signing for

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW
Erinn Wilson-Olgin, Los Alamitos – Erinn.Wilson-Olgin@wildlife.ca.gov
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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

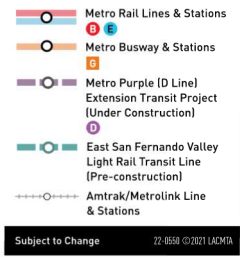

Figure 2: General Alignments of Proposed Alternatives

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

February 11, 2022

Peter Carter
Planning Manager
Metro
One Gateway Plaza
Mail Stop 99-26-6
Los Angeles, CA 90012

RE: Sepulveda Transit Corridor Project
Notice of Preparation of a Draft
Environmental Impact Report (NOP)
SCH# 2021110432
GTS# 07-LA-2021-03783
Vic. LA-101/ PM LA 16.619 – LA 17.762
Vic. LA-405/ PM LA 30.912 – LA 43.362

Dear Peter Carter:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project would construct a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review of six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple) and E Line. The alternatives may be modified as a result of comments received or technical analysis conducted during the preparation of the Draft EIR, including public comments received during scoping. The Draft EIR will also include consideration of a "No Build" alternative that does not include the construction of a fixed guideway line. Figure 2 shows the general alignments of the proposed alternatives

Caltrans supports and strives to make public transportation a viable option for all. Caltrans supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. It is our goal to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability while maintaining the safety and integrity of the State's transportation system. After reviewing the Notice of Preparation of a Draft Environmental Impact Report (NOP), Caltrans has the following comments:

Depending on Project Alternative chosen, project approval could result in a direct adverse impact to the existing State transportation facilities. Alternatives 1 and 2 propose to use Interstate 405 (I-405) for entire project. Alternative 3 proposes to use less of Route 405, and Alternative 4 and

5 proposes less encroachment on the right-of-way of I-405. Any Alternatives on or adjacent to I-405, will require extensive dialogue, agreements, easement, permits, etc. Due to binding agreements between Caltrans, Caltrans may not be able to convey any rights in certain locations in I-405.

The Proposed Project would also intersect or be adjacent to US-101 and Interstate 10 (I-10). In order to fully assess impacts to the State Highway System, Caltrans looks forward to proceeding documents containing but not limited to, in-depth information regarding the proposed Alternatives, the chosen Alternative, and subsequent Environmental Impact Reports.

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2021-03783.

.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

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Making Conservation a California Way of Life.

March 30, 2022

Mr. Peter Carter
Planning Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-26-6
Los Angeles, CA 90012

Dear Mr. Carter:

Thank you for providing the Caltrans District 7, Division of Environmental Planning, with an opportunity to comment on the Notice of Preparation (NOP) for the Sepulveda Transit Corridor project (SCH # 2021110432). The project proposes to construct a high-capacity fixed guideway transit option between the San Fernando Valley and the Westside of Los Angeles. Monorail and heavy rail options are being considered for the project which would extend from the Van Nuys Metrolink/Amtrak station through the Sepulveda Pass to the Metro E Line (Expo).

It is likely that each of the six build alternatives would encroach upon Caltrans right-of-way where the project crosses US-101, runs parallel to I-405, and terminates near I-10. As the state agency responsible for constructing, operating, and managing the state highway system, Caltrans has discretionary review and approval authority over any such encroachment. In accordance with CEQA Guidelines (14 CCR § 15381), Caltrans will act as a Responsible Agency regarding any direct or indirect environmental effects on the state highway system.

The proposed project is complex, with multiple build alternatives. To assist in evaluating and comparing the alternatives, I am attaching sample alternatives evaluation matrices that I have used on previous Caltrans projects; I have found these to be a beneficial tool on similarly complex projects and hope they can provide a useful guide in the preparation of your own scoring comparison matrix when the time comes to evaluate the alternatives against each other.

I appreciate the opportunity to comment on the NOP and look forward to future coordination on this exciting project as it moves through the environmental process. If you have any questions, please contact Karl Price in the District 7 Division of Environmental Planning, at 213-266-3822 or karl.price@dot.ca.gov.

Sincerely,

Ron Kosinski
Deputy District Director
Division of Environmental Planning

Attach:
1. I-110 Transitway Alternatives Evaluation Criteria Matrix
2. High Desert Corridor Screening Matrix

Table III-2

EVALUATION CRITERIA

Stage I/Tier I Analysis

Responsiveness to Transit Needs

A. Serves transit dependent
B. Minimizes the needs for new right-of-way
C. Relieves traffic congestion in the corridor
D. Consistent with RTDP, corridor studies, and 105 Consent Decree; contributes to urban revitalization
- Energy conservation (see Item P below)

Design Feasibility

E. Impact on the I-110 freeway design
F. Profile uniformity; vertical and horizontal clearances

Construction Impacts

G. Length of time required for construction
H. Safety for workers and the public during construction
I. Traffic detour flexibility on I-110 and city streets

Project Cost

J. Cost to construct the physical project (double weighted)

Operational Criteria

K. Station access, vertical and horizontal walking distance
L. Transit7 and freeway operations
M. Maintenance operations on the completed facility
N. Security and emergency vehicle access

Environmental Impacts

O. Air and Noise Impacts
P. Energy Conservation
Q. Aesthetic impacts and impact on privacy
R. Displacement of residential units and businesses
S. Community Disruption (Short term and Long Term)

Table III-3 Major Evaluation Criteria Used To Select Alternatives (STAGE I)

		ALTERNATIVES																	
	CRITERIA	BUS 1	BUS 2	BUS 3	BUS 4	BUS 5	BUS 6	BUS 7	BUS 8	RAIL 1	RAIL 2	RAIL 3	RAIL 4	RAIL 5	RAIL 6	RAIL 7	RAIL 8	TSM	WIDEN
A	Service	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	-
B	Minimizes R/W	+	0	-	+	+	-	0	+	+	0	-	+	-	-	0	0	+	-
C	Congestion Relief	+	+	+	+	+	-	+	+	+	+	+	+	0	0	+	+	0	+
D	Other Needs	+	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	0	-
E	Freeway Design	+	-	-	+	+	-	+	0	+	-	-	+	0	0	+	0	0	-
F	Profile	0	0	0	+	-	-	0	+	0	0	0	+	+	+	0	+	0	0
G	Construction Time	-	-	0	0	-	0	-	0	-	-	0	0	0	-	-	-	+	0
H	Construction Safety	-	0	0	-	-	0	-	-	-	0	0	-	-	-	-	-	0	0
I	Detour Flexibility	0	-	-	0	-	-	-	0	0	-	-	0	-	-	-	0	0	-
J	Cost (Double Weighted)	--	-	-	-	-	+	--	-	--	-	-	-	+	--	--	--	++	-
K	Station Access	-	0	-	-	-	-	-	+	+	+	+	+	+	+	+	+	0	-
L	Operations	+	+	+	+	-	+	+	-	+	+	+	+	0	+	+	0	0	0
M	Maintenance	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	+	+
N	Sec. & Emerg. Veh. Access	0	-	-	+	0	-	+	0	0	-	-	+	0	-	+	-	0	0
O	Air & Noise	0	-	-	0	-	-	0	0	0	-	-	0	-	0	0	0	0	-
P	Energy Conservation	0	0	-	+	0	-	+	+	0	0	-	+	0	+	+	+	0	0
Q	Aesthetics Privacy	0	-	-	0	-	-	0	0	0	-	-	0	-	-	0	0	0	0
R	Displacement	-	-	-	-	-	-	-	0	0	-	0	0	-	-	-	-	0	-
S	Community Disruption	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-
	TOTAL	-1	-5	-7	+4	-6	-8	-1	+2	+2	-4	-4	+7	-3	-4	+1	-2	+6	-8
	Selected for Stage II Analysis	Y	N	N	Y	N	N	Y	Y	Y	N	N	Y	N	Y	Y	N	Y	N

+ = Beneficial
0 = No Impact
- = Negative

Y = Yes
N = No

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Purpose and Need criteria								
Support east-west mobility	**(-) Poor** Would not provide a major new east-west route. Planned future projects would likely provide some minor improvement to traffic flow.	**(o) Fair** Would enhance existing routes but provide no new options for east-west movement.	**(+) Good** Would provide a major new east-west corridor to enhance mobility.	**(+) Good** Would provide a major new east-west corridor to enhance mobility.	**(o) Fair** Would enhance existing routes but provide no new options for east-west movement.	**(+) Good** Would provide a major new east-west corridor plus a potential rail option to enhance mobility.	**(+) Good** Would provide a major new east-west corridor plus a potential rail option to enhance mobility.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to support east-west mobility.
Support goods movement	**(-) Poor** Would not provide a major new route suitable for goods movement. Planned future projects would likely provide some minor improvement to traffic flow on existing goods movement corridors.	**(o) Fair** Would enhance existing routes but provide no new options for goods movement.	**(+) Good** Would provide an alternate route for truck traffic, thereby enhancing opportunities for goods movement.	**(+) Good** Would provide an alternate route for truck traffic, thereby enhancing opportunities for goods movement.	**(o) Fair** Would enhance existing routes but provide no new options for goods movement.	**(+) Good** Would provide an alternate route for truck traffic, thereby enhancing opportunities for goods movement.	**(+) Good** Would provide an alternate route for truck traffic, thereby enhancing opportunities for goods movement.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to support goods movement.

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Improve service to airports	**(-) Poor** Planned future projects may provide some minimal improvement to airport access. However, no new major east-west corridor would be built.	**(o) Fair** Enhancing existing routes would provide localized improvements to traffic flow. Improvements to airport access are likely to be slightly better than the no-build condition.	**(+) Good** Proximity to regional airports would improve access.	**(+) Good** Proximity to regional airports would improve access.	**(o) Fair** Enhancing the existing major east-west route would provide some improvements in traffic flow and may improve travel time to/from airports. Benefits are expected to be minimal.	**(+) Good** Proximity to regional airports would improve access. HSR would provide additional service option.	**(+) Good** Proximity to regional airports would improve access. HSR would provide additional service option.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to improve service to airports.
Improve emergency access	**(-) Poor** Planned future projects would likely provide some improvement to traffic flow with minimal improvement to emergency access.	**(o) Fair** Enhancing existing routes would provide localized improvements to traffic flow. There may be some minimal improvement near the airports.	**(+) Good** Would provide an alternate route for emergency vehicles/personnel and would improve access to the under-served areas along the corridor. Reduced traffic congestion would also speed access.	**(+) Good** Would provide an alternate route for emergency vehicles/personnel and would improve access to the under-served areas along the corridor. Reduced traffic congestion would also speed access.	**(o) Fair** Enhancing the existing major east-west route would provide some improvements in traffic flow and may provide some minor improvement in emergency access along those routes. Benefits are expected to be minimal.	**(+) Good** Would provide an alternate route for emergency vehicles/personnel and would improve access to the under-served areas along the corridor. Reduced traffic congestion would also speed access.	**(+) Good** Would provide an alternate route for emergency vehicles/personnel and would improve access to the under-served areas along the corridor. Reduced traffic congestion would also speed access.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to improve emergency access.

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Environmental criteria								
Minimize traffic congestion	**(o) Fair** Planned future projects would likely provide some improvement to traffic flow and reduce traffic congestion.	**(o) Fair** Enhancing existing routes would provide some improvement to traffic flow and reduce traffic congestion.	**(+) Good** An alternate route for east-west travel would reduce traffic on the heavily congested SR-138 and SR-18. In the developed cities on the eastern and western ends of the corridor, the new route would reduce traffic on local streets.	**(+) Good** An alternate route for east-west travel would reduce traffic on the heavily congested SR-138 and SR-18. In the developed cities on the eastern and western ends of the corridor, the new route would reduce traffic on local streets.	**(+) Good** Enhancing the existing major east-west route would improve traffic flow and would provide some congestion relief.	**(+) Good** An alternate route for east-west travel would reduce traffic on the heavily congested SR-138 and SR-18. In the developed cities on the eastern and western ends of the corridor, the new route would reduce traffic on local streets. HSR would likely provide additional benefits for long-distance east-west travel.	**(+) Good** An alternate route for east-west travel would reduce traffic on the heavily congested SR-138 and SR-18. In the developed cities on the eastern and western ends of the corridor, the new route would reduce traffic on local streets. HSR would likely provide additional benefits for long-distance east-west travel.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to reduce traffic congestion.
Minimize business/residential relocation	**(+) Good** Planned future projects may require some business/residential relocation. These are expected to be minimal.	**(+) Good** Minor widening and other improvements may require some business/residential relocation. These are expected to be minimal.	**(o) Fair** Would require full or partial acquisition of hundreds of parcels. However, most of those properties are undeveloped; relatively few occupied residences and business would have to be relocated.	**(o) Fair** Would require full or partial acquisition of hundreds of parcels. However, most of those properties are undeveloped; relatively few occupied residences and business would have to be relocated.	**(o) Fair** A major widening of the existing routes would require some right-of-way acquisition and relocations.	**(o) Fair** Would require full or partial acquisition of hundreds of parcels. However, most of those properties are undeveloped; relatively few occupied residences and business would have to be relocated.	**(o) Fair** Would require full or partial acquisition of hundreds of parcels. However, most of those properties are undeveloped; relatively few occupied residences and business would have to be relocated.	**(o) Fair** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to minimize relocations.

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Minimize biological impacts	**(+) Good** Due to their relatively small scope, planned future projects are expected to have minimal impact on biological resources.	**(+) Good** Due to their relatively small scope, minor widening and other improvements are expected to have minimal Impact on biological resources.	**(-) Poor** Would traverse 3 major drainages and impact Mohave ground squirrel and desert tortoise habitat. Joshua tree woodland would also be affected. May seriously impact wildlife movement.	**(-) Poor** Would traverse 3 major drainages and impact Mohave ground squirrel and desert tortoise habitat. Joshua tree woodland would also be affected. May impact wildlife movement.	**(o) Fair** Would traverse 2 major drainages. Would also have fairly minor impacts to "less sensitive" Mohave ground squirrel, desert tortoise and Joshua tree habitat. May impact wildlife movement.	**(-) Poor** Would traverse 3 major drainages and impact Mohave ground squirrel and desert tortoise habitat. Joshua tree woodland would also be affected. May impact wildlife movement.	**(-) Poor** Would traverse 3 major drainages and impact Mohave ground squirrel and desert tortoise habitat. Joshua tree woodland would also be affected. May impact wildlife movement.	**(-) Poor** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to minimize biological impacts.
Minimize water quality/ hydrology impacts	**(+) Good** Due to their relatively small scope, planned future projects are expected to have minimal impact on water quality and hydrology.	**(+) Good** Due to their relatively small scope, minor widening and other improvements are expected to have minimal Impact on water and hydrology.	**(-) Poor** Would traverse 3 major drainages and numerous smaller channels. Potential impacts to water and sediment transport. Potential impacts to water quality due to increase in impervious surface, highway runoff and litter.	**(-) Poor** Would traverse 3 major drainages and numerous smaller channels. Potential impacts to water and sediment transport. Potential impacts to water quality due to increase in impervious surface, highway runoff and litter.	**(-) Poor** Would traverse 2 major drainages and numerous smaller channels. Potential impacts to water and sediment transport. Potential impacts to water quality due to increase in impervious surface, highway runoff and litter.	**(-) Poor** Would traverse 3 major drainages and numerous smaller channels. Potential impacts to water and sediment transport. Potential impacts to water quality due to increase in impervious surface, highway runoff and litter.	**(-) Poor** Would traverse 3 major drainages and numerous smaller channels. Potential impacts to water and sediment transport. Potential impacts to water quality due to increase in impervious surface, highway runoff and litter.	**(-) Poor** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to minimize water quality/hydrology impacts.

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Minimize construction Impacts	**(+) Good** Due to their relatively small scope, planned future projects are expected to have minimal construction-related impact. (+)	**(+) Good** Due to their relatively small scope, minor widening and other improvements are expected to have minimal construction-related impact.	**(-) Poor** Major construction activities would result in temporary traffic, noise and air quality impacts spread out over a multi-year construction period.	**(-) Poor** Major construction activities would result in temporary traffic, noise and air quality impacts spread out over a multi-year construction period.	**(-) Poor** Major construction activities would result in temporary traffic, noise and air quality impacts spread out over a multi-year construction period.	**(-) Poor** Major construction activities would result in temporary traffic, noise and air quality impacts spread out over a multi-year construction period.	**(-) Poor** Major construction activities would result in temporary traffic, noise and air quality impacts spread out over a multi-year construction period.	**(-) Poor** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to minimize construction impacts.
Project Cost criteria								
Cost effectiveness	**(-) Poor** There are no costs, but there are also no solutions to the transportation problems (benefits). The lack of improvements will result in a long-term economic cost to the region.	**(o) Fair** Anticipated low cost makes this a favorable option, but benefits not seen as very meaningful.	**(+) Good** Would provide a full solution to the transportation problems. Costs are yet to be determined but are expected to be commensurate with the benefits.	**(+) Good** Would provide a full solution to the transportation problems. Costs are yet to be determined but are expected to be commensurate with the benefits.	**(-) Poor** This is the longest route and would cost the most. It fails to adequately meet purpose and need while having fairly high impacts.	**(+) Good** Would provide a full solution to the transportation problems. Costs are yet to be determined but are expected to be commensurate with the benefits. HSR costs to be provided by others.	**(+) Good** Would provide a full solution to the transportation problems. Costs are yet to be determined but are expected to be commensurate with the benefits. HSR costs to be provided by others.	**(+) Good** The intent is to use the most appropriate elements of the other alternatives to meet the needs of the project and mininmize impacts. It is presumed to be cost effective.

Table 1.

High Desert Corridor Screening Matrix								
	Alternatives							
Screening Criteria	**No-Build**	**TSM/TDM**	**Freeway/ Expressway**	**Freeway/ Tollway**	**Corridor Improvements**	**Freeway/ Expressway w/ HSR**	**Freeway/ Tollway w/ HSR**	**Hybrid Corridor**
Funding feasibility	**(+) Good** No funding needed.	**(+) Good** Pursuing a series of low cost improvements makes funding more easily attainable.	**(o) Fair** To be determined.	**(+) Good** There is a high potential for funding through a Public Private Partnership (P3).	**(o) Fair** To be determined.	**(o) Fair** To be determined.	**(+) Good** There is a high potential for funding through a Public Private Partnership (P3).	**(o) Fair** To be determined.
Total Score	(0)	(+5)	(+3)	(+4)	(-2)	(+3)	(+4)	(+4)
Selected for further anaysis?	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes

Evaluation Coding:

+ Good (Alternative greatly satisfies screening criteria)

o Fair (Alternative moderately satisfies screening criteria)

- Poor (Alternative poorly satisfies screening criteria)

State of California – Transportation Agency GAVIN NEWSOM, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
411 N. Central Avenue, Suite 410
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February 10, 2022

File No.: 501.15180.17122

Mr. Peter Carter
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Sepulveda Transit Corridor Project Environmental Impact; SCH# 2021110432

Dear Mr. Carter,

After thorough review of the draft Environmental Impact Report for the Sepulveda Transit Corridor Project, I would like to share the following concerns on behalf of the California Highway Patrol (CHP) Southern Division. For background purposes, my responsibilities include oversight of all State and County roadways within Los Angeles County, as it relates to traffic safety, congestion relief and enforcement of the California Penal Code and Vehicle Code. Our mission as an agency is to prevent and minimize the loss of life, injuries and property damage. As such, I have identified significant potential impact to public safety based on proposed projects:

Alternative 1, 2 and 3 – Monorail with aerial alignment in Interstate 405 (I-405) corridor.

With all the alternative proposals listed above, the monorail guideways are described as being "entirely aerial and generally located within the I-405 right of way." Such projects that would be expected to last several years, from start to finish, will without a doubt pose a tremendous visual hazard, reduce traffic lanes/traffic flow capabilities and impose numerous changes to the known traffic pattern in the area. Currently, the Sepulveda corridor already experiences some of the heaviest traffic flow and congestion related traffic incidents in L.A. County. Such a significant project would intensify commute times, contribute to higher collision counts and more importantly, impact the motoring public's safety.

Additionally, the proposal to place all stations, the guideway and passenger platforms along the side of the 405 freeway would aggravate current challenging traffic conditions throughout the entire corridor. Notable contributors for my concerns are that the Sepulveda corridor consists of significant roadway curvature, changes in traffic patterns and elevation changes simultaneously. Distraction of existing high-profile visual hazards such as the Federal Building, The Getty Center/Monorail and L.A. National Cemetery, for example, challenge motorists that much more.

Please note this feedback is only a simple overview of the CHP's concerns, based solely on the condensed project summaries. My staff and I can provide more detailed established data if you require additional information.

Thank you for allowing us the opportunity to share public safety concerns. Feel free to contact my Administrative Assistant, Lieutenant José Nuñez, for any further information.

Sincerely,

C. MARGARIS, Chief
Southern Division

NATIVE AMERICAN HERITAGE COMMISSION

Governor's Office of Planning & Research

Dec 10 2021

STATE CLEARING HOUSE

December 6, 2021

Peter Carter
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: 2021110432, Sepulveda Transit Corridor Project, Los Angeles County

Dear Mr. Carter:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
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Miwok

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AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

STATE OF CALIFORNIA Gavin Newsom, *Governor*

PUBLIC UTILITIES COMMISSION
320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

(Electronically Transmitted – No hard copy will follow)

February 14, 2022

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

SUBJECT: SCH# 2021110432; LACMTA, Metro Sepulveda Transit Corridor Project Draft Environmental Impact Report, Notice of Preparation

Dear Mr. Carter,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan (SCP) approval and Safety Certification Verification Report (SCVR) approval from the Commission are required for rail transit projects to be placed in revenue service. In addition, the California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Notice of Preparation (NOP)* from Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), who is the lead agency for the proposed Metro Sepulveda Transit Corridor Project.

According to the NOP, the Sepulveda Transit Corridor Project is a proposed high-capacity fixed guideway transit option between the San Fernando Valley and the Westside of Los Angeles. The fixed guideway public transportation line would be constructed across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Six build alternatives will be carried into the Draft Environmental Impact Report for further analysis. All six build alternatives would have a northern terminus station near the Van Nuys Metrolink/Amtrak station and a southern terminus near the Metro E Line (formerly Expo), and would include stations with connections to the Metrolink Ventura County Line, the planned East San Fernando Valley Light Rail Transit Project, the Metro G Line (formerly Orange), the D Line (formerly Purple), and the E Line (formerly Expo). Three build alternatives would be monorail with aerial alignments, two alternatives would be heavy rail with a mixture of underground and aerial alignments, and one alternative would be heavy rail with entirely underground alignment. The Sepulveda Transit Corridor Project would provide local and regional connections to existing and future LACMTA rail and bus lines, and would improve access to major employment, educational and cultural centers in greater Los Angeles.

All six build alternatives described in the NOP will be subject to several rules and regulations involving the Commission. These may include, but are not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings,
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety, and
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of public crossings.

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings,
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings (if any),
- GO 75-D, Warning devices for at-grade railroad crossings (if any),
- GO 95, Overhead electric line construction (if any),
- GO 128, Construction of Underground Electric Supply and Communication Systems,
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and
- GO 164-E, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with federal regulations including:

- 49 CFR Part 674, Rail Fixed Guideway Systems: State Safety Oversight

The following link provides resources on the Commission's rules and regulations regarding rail safety:

http://www.cpuc.ca.gov/PUC/safety/Rail/

The proposed project options may disrupt the heavily used roadway network in the surrounding communities. The potential impacts should be identified, discussed, and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

For those build alternatives that contain elevated guideway, Commission authorization is required to construct the grade-separated crossings above streets and intersections. LACMTA will have to apply to the Commission for approval of its crossing designs and authorization to construct those crossings. Applications to the Commission must include a copy of the environmental analysis undertaken by the applicant. We encourage early coordination with Commission staff in order to provide consultation

on proposed design and engineering of the Sepulveda Transit Corridor Project prior to filing applications seeking Commission authorization to construct.

Additionally, careful consideration should be given to station configurations, including pedestrian paths of travel through the stations as patrons move between LACMTA trains and the other modes of transportation at the station locations. Pedestrian paths of travel should avoid crossing the tracks at grade to access or depart from the station platforms, where feasible.

The Commission appreciates the opportunity to provide comments on the project described in the NOP. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Ainsley Kung at (213) 330-9496 or ainsley.kung@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,

Daren Gilbert, Manager
Rail Transit Safety Branch
Rail Safety Division

cc: (all via e-mail)

State Clearinghouse
Roger Clugston, Director, Rail Safety Division
Stephen Artus, Program and Project Supervisor, Rail Transit Safety Branch
Ainsley Kung, Senior Utilities Engineer Supervisor, Rail Transit Safety Branch
Madeline Ocampo, Utilities Engineer, Rail Transit Safety Branch
Anton Garabetian, Manager, Rail Crossings and Engineering Branch
Matt Bond, Program and Project Supervisor, Rail Crossings and Engineering Branch
Jose Pereyra, Utilities Engineer, Rail Crossings and Engineering Branch

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CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

February 11, 2022

Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SEPULVEDA TRANSIT CORRIDOR PROJECT SCOPING COMMENTS FOR DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Carter:

Thank you for including the Bureau of Engineering (BOE) in the environmental review process for the proposed Sepulveda Transit Corridor Project (Project). BOE staff attended the Project scoping meeting held for agencies on December 6, 2021. The BOE has performed a preliminary review of the six conceptual alignment alternatives for the Project and does not have a preferred alignment alternative. The BOE supports the Project and its goals to create new mobility options and improve quality of life consistent with the City of Los Angeles' Mobility Plan 2035.

As potential route options are explored, it is important to consider the Project's construction and operation environmental impacts, as well as potential coordination needs with other projects in the vicinity of the Project. The BOE has identified various current and future BOE projects that may require coordination with Project Alternatives 1 through 6 (see attachments). BOE staff is available to discuss these projects so that they are fully considered prior to Metro's recommendation of Locally Preferred Alternative. These projects can be found on BOE's website at http://eng2.lacity.org/iuprs/. The BOE recommends that your team periodically check the website for the latest project updates.

As a reminder, any Project elements within the City's public right-of-way will require review and approval by the BOE. The BOE looks forward to the opportunity to comment on the Draft EIR when it becomes available and looks forward to working with Metro to deliver the Project.

If you have any questions about these comments, please contact Curtis Tran either by email at Curtis.Tran@lacity.org or by phone at (213) 485-4505.

Sincerely,

Larry Hsu, PE
Principal Civil Engineer
Metro Transit Division

Attachments:

1. Alternative 1 map (1 page)
2. Alternative 1 potential project conflict Excel sheet (3 pages)
3. Alternative 2 map (1page)
4. Alternative 2 potential project conflict Excel sheet (3 pages)
5. Alternative 3 map (1page)
6. Alternative 3 potential project conflict Excel sheet (3 pages)
7. Alternative 4 map (1 page)
8. Alternative 4 potential project conflict Excel sheet (3 pages)
9. Alternative 5 map (1 page)
10. Alternative 5 potential project conflict Excel sheet (3 pages)
11. Alternative 6 map (1 page)
12. Alternative 6 potential project conflict Excel sheet (3 pages)

Cc: Fernando Campos, Board of Public Works
Jose Fuentes, BOE – Exec.
Maria Martin, BOE – EMG
Curtis Tran, BOE - MTD
Billy Ho, BOE - EMD
Mohammad Firouzbakht, BOE - MTD
Francisco Jimenez, BOE - MTD

(https://io.wp.com/thesource.metro.net/wp-content/uploads/2021/11/Alternative1-scaled.jpg?ssl=1)

Southern terminus: E Line's Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: every two minutes during peak periods.

Train length/capacity: two to eight cars with an expected six cars during peak periods. Each car could carry up to 76 to 79 passengers

Route notes: 15.3 miles along the 405 corridor and Metrolink's Ventura County Line tracks.

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	Ruth Bader Ginsburg Monument Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7566&dmy=93228	Pre-Design	4/2/2023 to 4/1/2024	6250 Sylmar Ave, Van Nuys, CA 91401
	6 and 11	Traffic Signal and Curb Ramp Access Upgrade Projects for FY 20-21(	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7295&dmy=93228	Design	1/31/2023 to 1/30/2024	varies
	6	DCTWRP - Administration Building Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5735&dmy=93228	Design	7/3/2022 to 7/31/2023	6100 Woodley Avenue, Van Nuys
	6	DCTWRP - Sodium Hypochlorite Tanks Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=93228	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave
	6	DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=93228	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave
	6	DCTWRP Preliminary Treatment Odor Control System	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=93228	Pre-Design	5/2/2022 to 10/31/2022	6100 Woodley Ave
	6	DCTWRP- Influent and Effluent Flow Monitoring Infrastructure	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave
	6	DCTWRP- Administration Building Reflection Pool Safety Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=93228	Design	4/2/2025 to 4/1/2026	6100 Woodley Ave
	6	DCTWRP- Ancillary Warehouse Facility Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=93228	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave

	6	DCTWRP- AVORS & EVIS Gates Replacement	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- AWPF Primary Equalization Basin	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Backup Power	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue,
	6	DCTWRP- Berm Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=93228	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Avenue
	6	DCTWRP- Electrical Power System DCS Integration	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=93228	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave
	6	DCTWRP- Japanese Garden ADA Compliance	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6052&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Avenue
	6	DCTWRP- Niwa Road Sewer Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=93228	Design	1/2/2022 to 7/1/2022	6100 Woodley Avenue
	6	DCTWRP- Primary Treatment Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=93228	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave.
	6	DCTWRP- Screw Pumps Inlet Gates	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Tanks Rehabilitation	ort/ProjectInfoReport.cfm?k=	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave
	5	Maintenance Yard - West Los Angeles Facility	ort/ProjectInfoReport.cfm?k=	Pre-Design	7/3/2024 to 7/1/2026	11168 Missouri Avenue
		Cheviot Hills Recreation Center - Lighting	ort/ProjectInfoReport.cfm?k=	Construction	7/21/2021 to 6/30/2022	2551 Motor Ave
		175 S Thurston Avenue	ort/ProjectInfoReport.cfm?k=	Pre-Design	2/2/2023 to 8/1/2023	175 S. Thurston
	4 and 5	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=	Bid & Award	4/2/2022 to 3/31/2023	varies
	4 and 5	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=	Bid & Award	4/2/2022 to 3/31/2023	varies
	4	Mulholland Drive (15253) Slope Repair - LADWP	ort/ProjectInfoReport.cfm?k=	Design	3/20/2022 to 9/15/2022	15205 Mulholland Drive

	4	Unit 27)	ort/ProjectInfoReport.cfm?k=	Pre-Design	1/2/2026 to 12/31/2027	varies
	4	SSRP D CON 02A (E20)	ort/ProjectInfoReport.cfm?k=	Bid & Award	m 4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=	Bid & Award	4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=	Bid & Award	4/2/2022 to 3/31/2023	varies

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Southern terminus: E Line Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: Every two minutes during peak periods.

Train length/capacity: Two to eight cars with six cars in peak periods. Each car could carry up to 76 to 79 passengers.

Route: about 15.8 miles along the 405 corridor— and the Metrolink Ventura County Line tracks.

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	Ruth Bader Ginsburg Monument Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7566&dmy=93228	Pre-Design	4/2/2023 to 4/1/2024	6250 Sylmar Ave, Van Nuys, CA 91401
	6 and 11	Traffic Signal and Curb Ramp Access Upgrade Projects for FY 20-21(	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7295&dmy=93228	Design	1/31/2023 to 1/30/2024	varies
	6	DCTWRP - Administration Building Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5735&dmy=93228	Design	7/3/2022 to 7/31/2023	6100 Woodley Avenue, Van Nuys
	6	DCTWRP - Sodium Hypochlorite Tanks Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=93228	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave
	6	DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=93228	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave
	6	DCTWRP Preliminary Treatment Odor Control System	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=93228	Pre-Design	5/2/2022 to 10/31/2022	6100 Woodley Ave
	6	DCTWRP- Influent and Effluent Flow Monitoring Infrastructure	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave
	6	DCTWRP- Administration Building Reflection Pool Safety Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=93228	Design	4/2/2025 to 4/1/2026	6100 Woodley Ave
	6	DCTWRP- Ancillary Warehouse Facility Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=93228	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave

	6	DCTWRP- AVORS & EVIS Gates Replacement	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- AWPF Primary Equalization Basin	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Backup Power	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue,
	6	DCTWRP- Berm Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=93228	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Avenue
	6	DCTWRP- Electrical Power System DCS Integration	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=93228	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave
	6	DCTWRP- Japanese Garden ADA Compliance	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6052&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Avenue
	6	DCTWRP- Niwa Road Sewer Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=93228	Design	1/2/2022 to 7/1/2022	6100 Woodley Avenue
	6	DCTWRP- Primary Treatment Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=93228	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave.
	6	DCTWRP- Screw Pumps Inlet Gates	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Tanks Rehabilitation	ort/ProjectInfoReport.cfm?k=7	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave
	5	Maintenance Yard - West Los Angeles Facility	ort/ProjectInfoReport.cfm?k=4	Pre-Design	7/3/2024 to 7/1/2026	11168 Missouri Avenue
		Cheviot Hills Recreation Center - Lighting	ort/ProjectInfoReport.cfm?k=6	Construction	7/21/2021 to 6/30/2022	2551 Motor Ave
		175 S Thurston Avenue	ort/ProjectInfoReport.cfm?k=7	Pre-Design	2/2/2023 to 8/1/2023	175 S. Thurston
	4 and 5	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies
	4 and 5	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies

	4	Mulholland Drive (15253) Slope Repair - LADWP	ort/ProjectInfoReport.cfm?k=7	Design	3/20/2022 to 9/15/2022	15205 Mulholland Drive
	4	Unit 27)	ort/ProjectInfoReport.cfm?k=6	Pre-Design	1/2/2026 to 12/31/2027	varies
	4	SSRP D CON 02A (E20)	ort/ProjectInfoReport.cfm?k=6	Bid & Award	m 4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies

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Southern terminus: E Line Expo/Sepulveda Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: Every two minutes during peak periods.

Train length/capacity: would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers.

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	Ruth Bader Ginsburg Monument Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7566&dmy=93228	Pre-Design	4/2/2023 to 4/1/2024	6250 Sylmar Ave, Van Nuys, CA 91401
	6 and 11	Traffic Signal and Curb Ramp Access Upgrade Projects for FY 20-21(	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7295&dmy=93228	Design	1/31/2023 to 1/30/2024	varies
	6	DCTWRP - Administration Building Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5735&dmy=93228	Design	7/3/2022 to 7/31/2023	6100 Woodley Avenue, Van Nuys
	6	DCTWRP - Sodium Hypochlorite Tanks Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=93228	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave
	6	DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=93228	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave
	6	DCTWRP Preliminary Treatment Odor Control System	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=93228	Pre-Design	5/2/2022 to 10/31/2022	6100 Woodley Ave
	6	DCTWRP- Influent and Effluent Flow Monitoring Infrastructure	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave
	6	DCTWRP- Administration Building Reflection Pool Safety Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=93228	Design	4/2/2025 to 4/1/2026	6100 Woodley Ave
	6	DCTWRP- Ancillary Warehouse Facility Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=93228	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave

	6	DCTWRP- AVORS & EVIS Gates Replacement	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- AWPF Primary Equalization Basin	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Backup Power	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue,
	6	DCTWRP- Berm Improvements	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=93228	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Avenue
	6	DCTWRP- Electrical Power System DCS Integration	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=93228	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave
	6	DCTWRP- Japanese Garden ADA Compliance	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6052&dmy=93228	Construction	10/22/2021 to 11/30/2022	6100 Woodley Avenue
	6	DCTWRP- Niwa Road Sewer Installation	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=93228	Design	1/2/2022 to 7/1/2022	6100 Woodley Avenue
	6	DCTWRP- Primary Treatment Upgrades	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=93228	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave.
	6	DCTWRP- Screw Pumps Inlet Gates	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=93228	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue
	6	DCTWRP- Tanks Rehabilitation	ort/ProjectInfoReport.cfm?k=7	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave
	5	Maintenance Yard - West Los Angeles Facility	ort/ProjectInfoReport.cfm?k=4	Pre-Design	7/3/2024 to 7/1/2026	11168 Missouri Avenue
		Cheviot Hills Recreation Center - Lighting	ort/ProjectInfoReport.cfm?k=6	Construction	7/21/2021 to 6/30/2022	2551 Motor Ave
		175 S Thurston Avenue	ort/ProjectInfoReport.cfm?k=7	Pre-Design	2/2/2023 to 8/1/2023	175 S. Thurston
	4 and 5	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies
	4 and 5	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies

	4	Mulholland Drive (15253) Slope Repair - LADWP	ort/ProjectInfoReport.cfm?k=7	Design	3/20/2022 to 9/15/2022	15205 Mulholland Drive
	4	Unit 27)	ort/ProjectInfoReport.cfm?k=6	Pre-Design	1/2/2026 to 12/31/2027	varies
	4	SSRP D CON 02A (E20)	ort/ProjectInfoReport.cfm?k=6	Bid & Award	m 4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02B (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies
	4	SSRP D CON 02C (E20)	ort/ProjectInfoReport.cfm?k=7	Bid & Award	4/2/2022 to 3/31/2023	varies

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Southern terminus: E Line Expo/Sepulveda Station

Northern terminus: Van Nuys Metrolink Station

Train length/capacity: three cars with each car carrying up to 170 people. Trains could be expanded to four cars.

Frequency: 2.5 minutes in peak periods.

Route: About 14 miles. The line would be underground between the E Line and a portal south of Ventura Blvd in the San Fernando

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	**DCTWRP- Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7385&dmy=31900	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Screw Pumps Inlet Gates**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue, Van Nuys, CA 91406
	6	**DCTWRP- Primary Treatment Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=31900	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Northeast Guard Booth Relocation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7234&dmy=31900	Design	TBD	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Niwa Road Sewer Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=31900	Design	12/17/2021 to 7/1/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Japanese Garden Lake Effluent Bypass**	http://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7005&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Electrical Power System DCS Integration**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=31900	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Berm Improvements**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=31900	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Ave. Van Nuys, CA 91406

	6	**DCTWRP- Backup Power**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- AWPF Primary Equalization Basin**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- AVORS & EVIS Gates Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Ancillary Warehouse Facility Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=31900	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Building Reflection Pool Safety Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6437&dmy=31900	Pre-Desogn	4/2/2025 to 4/1/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Bldg. HVAC Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=31900	Construction	10/5/2019 to 2/9/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Influent and Effluent Flow Monitoring Infrastructure**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=31900	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP Preliminary Treatment Odor Control System**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=31900	Pre-Desogn	5/2/2022 to 10/31/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=31900	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP - Sodium Hypochlorite Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=31900	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave. Van Nuys, CA 91406

	6	**DCTWRP - Administration Building Improvements**	ort/ProjectInfoReport.cfm?k=	Design	7/3/2022 to 7/31/2023	Ave. Van Nuys,
	2,6	**SSRP D CON 03 (E28 & E30)**	ort/ProjectInfoReport.cfm?k=	Award		Locations
	6	**Ruth Bader Ginsburg Monument Installation**	ort/ProjectInfoReport.cfm?k=	Design	4/2/2023 to 4/1/2024	Van Nuys, CA
	6	**Old Fire Station #39- TI Phase 2**	ort/ProjectInfoReport.cfm?k=	Design		LA 91401
	6	**Old Fire Station #39- TI Phase 1.5**	ort/ProjectInfoReport.cfm?k=	ion		LA 91401
	4,5	**SSRP D CON 02C (E20)**	ort/ProjectInfoReport.cfm?k=	Award	4/2/2022 to 3/31/2023	Locations
	4	**NOS Rehab Unit 35 - Noble to Cedros**	ort/ProjectInfoReport.cfm?k=	Design	10/2/2022 to 9/30/2024	Blvd/Sepulveda
	4	**NOS Rehab Unit 33 - Magnolia Blvd and Woodman Ave**	ort/ProjectInfoReport.cfm?k=	Design	11/2/2023 to 10/31/2025	and Woodman
	5		ort/ProjectInfoReport.cfm?k=	Design		175 S. Thurston

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Southern terminus: Metro E Line Expo/Sepulveda Station

Northern terminus: Van Nuys Metrolink Station

Train length/capacity: three cars with each car having a capacity of 170 people. Trains could be expanded to four cars.

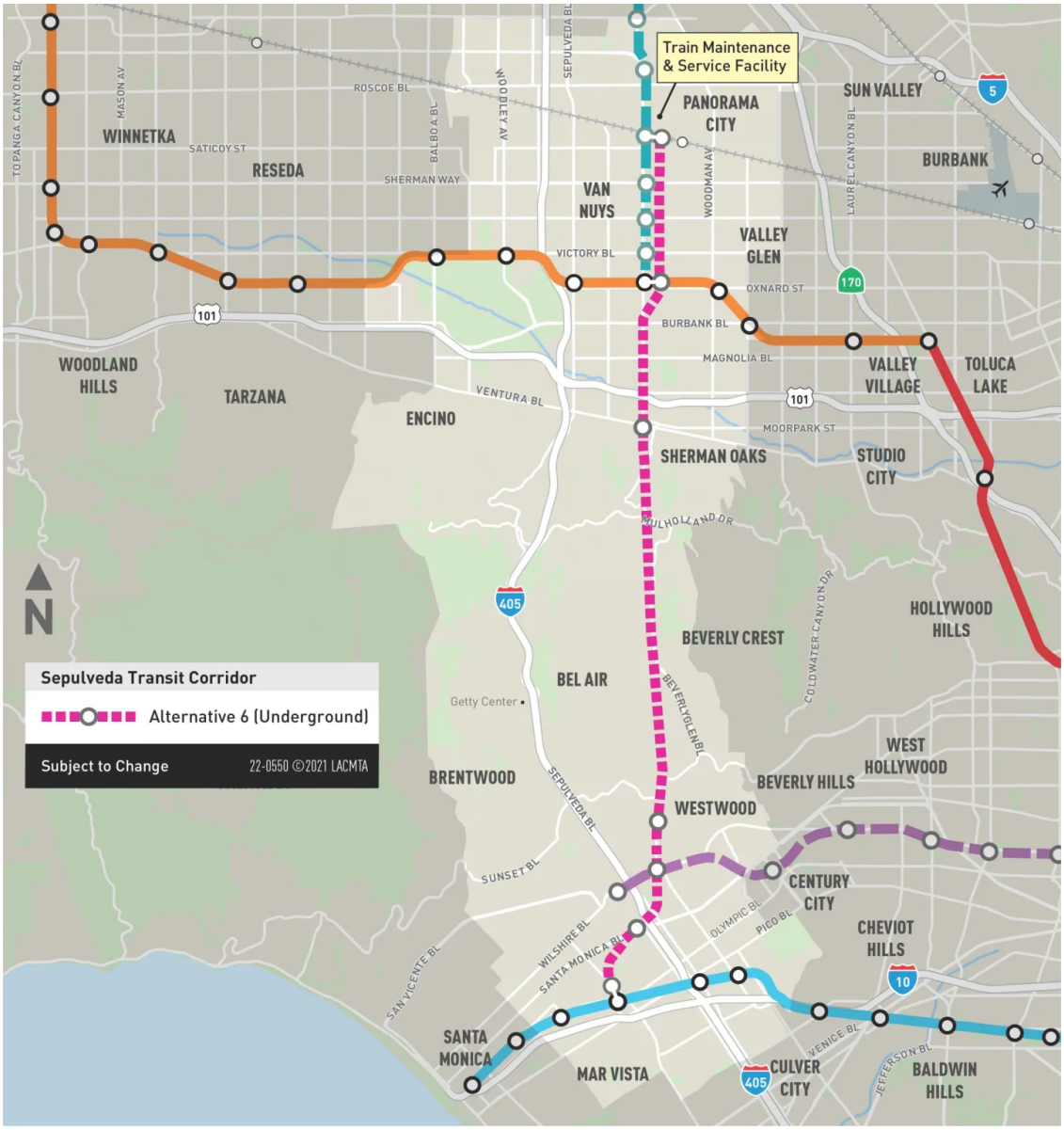
Frequency: Planned peak hour frequencies of 2.5 minutes.

Route: About 14 miles and similar to Alternative 4 except the alignment along Sepulveda Blvd is also underground, and only

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	**DCTWRP- Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7385&dmy=31900	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Screw Pumps Inlet Gates**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue, Van Nuys, CA 91406
	6	**DCTWRP- Primary Treatment Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=31900	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Northeast Guard Booth Relocation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7234&dmy=31900	Design	TBD	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Niwa Road Sewer Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=31900	Design	12/17/2021 to 7/1/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Japanese Garden Lake Effluent Bypass**	http://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7005&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Electrical Power System DCS Integration**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=31900	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Berm Improvements**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=31900	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Backup Power**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406

	6	**DCTWRP- AWPF Primary Equalization Basin**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- AVORS & EVIS Gates Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Ancillary Warehouse Facility Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=31900	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Building Reflection Pool Safety Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6437&dmy=31900	Pre-Desogn	4/2/2025 to 4/1/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Bldg. HVAC Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=31900	Construction	10/5/2019 to 2/9/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Influent and Effluent Flow Monitoring Infrastructure**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=31900	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP Preliminary Treatment Odor Control System**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=31900	Pre-Desogn	5/2/2022 to 10/31/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=31900	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP - Sodium Hypochlorite Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=31900	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP - Administration Building Improvements**	rt/ProjectInfoReport.cfm?k=573	Design	7/3/2022 to 7/31/2023	
	2,6	**SSRP D CON 03 (E28 & E30)**	rt/ProjectInfoReport.cfm?k=697	Award		Various Locations
	6	**Ruth Bader Ginsburg Monument Installation**	rt/ProjectInfoReport.cfm?k=756	Design	4/2/2023 to 4/1/2024	Nuys, CA 91401
	6	**Old Fire Station #39- TI Phase 2**	rt/ProjectInfoReport.cfm?k=753	Design		91401
	6	**Old Fire Station #39- TI Phase 1.5**	rt/ProjectInfoReport.cfm?k=743	ction		91401
	4,5	**SSRP D CON 02C (E20)**	rt/ProjectInfoReport.cfm?k=750	Award	4/2/2022 to 3/31/2023	Various Locations
	4	**NOS Rehab Unit 35 - Noble to Cedros**	rt/ProjectInfoReport.cfm?k=634	Design	10/2/2022 to 9/30/2024	Blvd/Sepulveda Blvd and

	4	**NOS Rehab Unit 33 - Magnolia Blvd and Woodman Ave**	rt/ProjectInfoReport.cfm?k=694	Design	11/2/2023 to 10/31/2025	Woodman Ave
	5		rt/ProjectInfoReport.cfm?k=749	Design		175 S. Thurston



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Southern terminus: E Line Expo/Bundy Station.

Northern terminus: Van Nuys Metrolink Station.

Frequency: Planned peak hour frequencies of four minutes.

Train length capacity/length: would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers.

Potential LABOE Projects Conflict w/ Sepulveda Transit Project	CD:	Project Title	Weblink	Phase	Construction Schedule	Location
		General Link for Potenial Projects to be used for future inquiries	http://eng2.lacity.org/iuprs/			
	6	**DCTWRP- Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7385&dmy=31900	Design	2/1/2022 to 6/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Screw Pumps Inlet Gates**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6197&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Avenue, Van Nuys, CA 91406
	6	**DCTWRP- Primary Treatment Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5373&dmy=31900	Design	4/2/2024 to 12/31/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Northeast Guard Booth Relocation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7234&dmy=31900	Design	TBD	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Niwa Road Sewer Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5535&dmy=31900	Design	12/17/2021 to 7/1/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Japanese Garden Lake Effluent Bypass**	http://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7005&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Electrical Power System DCS Integration**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7239&dmy=31900	Design	5/1/2022 to 3/30/2023	6100 Woodley Ave. Van Nuys, CA 91406

	6	**DCTWRP- Berm Improvements**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5521&dmy=31900	Bid & Award	4/1/2022 to 9/30/2023	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Backup Power**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2268&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- AWPF Primary Equalization Basin**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6464&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- AVORS & EVIS Gates Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6178&dmy=31900	Bid & Award	3/2/2022 to 2/28/2025	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Ancillary Warehouse Facility Installation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7048&dmy=31900	Bid & Award	1/1/2022 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Building Reflection Pool Safety Upgrades**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=6437&dmy=31900	Pre-Desogn	4/2/2025 to 4/1/2026	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Administration Bldg. HVAC Replacement**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5541&dmy=31900	Construction	10/5/2019 to 2/9/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP- Influent and Effluent Flow Monitoring Infrastructure**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=5725&dmy=31900	Construction	10/22/2021 to 11/30/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP Preliminary Treatment Odor Control System**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7519&dmy=31900	Pre-Desogn	5/2/2022 to 10/31/2022	6100 Woodley Ave. Van Nuys, CA 91406

	6	**DCTWRP Channel No. 1 Gate No. 9 Structural Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7529&dmy=31900	Design	4/5/2022 to 10/4/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP - Sodium Hypochlorite Tanks Rehabilitation**	https://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=7549&dmy=31900	Design	4/2/2022 to 12/31/2022	6100 Woodley Ave. Van Nuys, CA 91406
	6	**DCTWRP - Administration Building Improvements**	rt/ProjectInfoReport.cfm?k=573	Design	7/3/2022 to 7/31/2023	Ave. Van Nuys,
	2,6	**SSRP D CON 03 (E28 & E30)**	rt/ProjectInfoReport.cfm?k=697	Award		Locations
	6	**Ruth Bader Ginsburg Monument Installation**	rt/ProjectInfoReport.cfm?k=756	Design	4/2/2023 to 4/1/2024	Ave, Van Nuys,
	6	**Old Fire Station #39- TI Phase 2**	rt/ProjectInfoReport.cfm?k=753	Design		St, LA 91401
	6	**Old Fire Station #39- TI Phase 1.5**	rt/ProjectInfoReport.cfm?k=743	ction		St, LA 91401
	4,5	**SSRP D CON 02C (E20)**	rt/ProjectInfoReport.cfm?k=750	Award	4/2/2022 to 3/31/2023	Locations
	4	**NOS Rehab Unit 35 - Noble to Cedros**	rt/ProjectInfoReport.cfm?k=634	Design	10/2/2022 to 9/30/2024	Burbank
	4	**NOS Rehab Unit 33 - Magnolia Blvd and Woodman Ave**	rt/ProjectInfoReport.cfm?k=694	Design	11/2/2023 to 10/31/2025	and Woodman
	5		rt/ProjectInfoReport.cfm?k=749	Design		Thurston

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF CITY PLANNING
200 N. Spring Street, Room 525
Los Angeles, CA 90012-4801

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
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SELETA J. REYNOLDS
GENERAL MANAGER, LADOT
(213) 972-8470

February 11, 2022

Peter Carter, Senior Director
Systemwide Mobility Corridors
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-6
Los Angeles, California 90012

Subject: **Notice of Preparation of a Draft Environmental Impact Report for the Metro Sepulveda Transit Corridor Project**

Dear Mr. Carter,

The Los Angeles Departments of City Planning (LACP) and Transportation (LADOT) appreciate the opportunity to submit comments on the Notice of Preparation (NOP) for the Sepulveda Transit Corridor Project. The City appreciates Metro's leadership in advancing this critically important improvement that will connect more communities to high quality transit options, would improve quality of life for millions who travel on this corridor, and will increase ridership and access to opportunity. The City's Mobility Plan 2035 highlights the Sepulveda Corridor as a vital connection between the San Fernando Valley and the Westside of Los Angeles that improves transit access and service to major regional destinations, job centers, and intermodal facilities. The Plan identifies the need for both short-term and long-term transit options to provide drivers with an alternative to driving.

Based on the description provided in the NOP, we understand the current project proposal consists of a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. The environmental review will include six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the 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 Line). The NOP notes that the alternatives may be modified based on public comments received during scoping or on the technical analyses conducted during the preparation of the Draft Environmental Impact Report. LACP and LADOT submit the following comments for your consideration.

1. ASSESSMENT

The scoping period comes at an important transition in LADOT's transportation impact study review process. In 2019, the City of Los Angeles revised its review procedures to comply with changes to the California Environmental Quality Act (CEQA) Guidelines pursuant to Senate Bill 743, further described below. LADOT relies on comprehensive performance metrics that align with the City's Mobility Plan 2035 to ensure that important safety and accessibility needs are met in addition to the

environmental goals captured in the new CEQA emphasis on vehicle miles traveled (VMT). To reflect the procedures adopted by the Los Angeles City Council in 2019, LADOT published the Transportation Assessment Guidelines, which aims to provide clarity on methodologies, and distinction between impact categories that are required by CEQA and the (non-CEQA) analyses applied to address access, circulation, and safety concerns. To ensure that the Sepulveda Transit Corridor Project analysis aligns with these new guidelines, we offer the following comments:

- **CEQA Analysis**

  Mobility Plan 2035
  The transportation analysis in the Draft Environmental Impact Report (EIR) should evaluate whether the Project conflicts with or is inconsistent with local plans or policies. A conflict or inconsistency could result if the Project proposes features that would obstruct the ability of the City to implement the Mobility Plan policies and programs, which include implementing designated modal priority networks (shown on the Mobility Plan's *Network Concept Maps* and often referred to as "Enhanced Networks"). As an example, if the project includes a corridor that is designated along a bicycle network, the analysis should reference Policy 2.9 (Multiple Networks) to evaluate if the project includes features that either prohibit or permit the City to achieve multiple network priorities that address the safety and comfort of vulnerable road users.

  The Mobility Plan consistency analysis may also trigger additional processes. For example, Policy 4.15 requires a public hearing if the project requires the removal of an existing bicycle lane. If needed, this meeting would ideally be scheduled once the alternative(s) are selected and the environmental analysis is ready for public review. If an existing bicycle lane is to be removed, the consistency analysis should reference Policy 2.9 and address how bicycle user experience will be supported, and not hindered, by the project, and ideally identify project features that facilitate bicycle travel along the corridor, or along a close parallel facility. Replacement facilities should offer a comparable or improved user experience for people of all ages. Section 2.1 of the Transportation Assessment Guidelines describes methods to evaluate policy consistency.

  Vehicle Miles Traveled
  Upon adopting SB 743 into law in 2013, the California legislature and Governor directed the Office of Planning and Research (OPR) to replace delay and capacity-based metrics such as level of service (LOS) when evaluating transportation impacts under CEQA. The legislature further found that new transportation analysis under CEQA was needed to promote the state's goals of reducing greenhouse gas (GHG) emissions and traffic-related air pollution, promote the development of a multimodal transportation system (including transit lanes), and provide clean, efficient access to destinations. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and required all State agencies to comply by July 2020. On July 30, 2019, the Los Angeles City Council adopted VMT as the CEQA transportation impact criteria for Los Angeles applicable to all land use and transportation projects.

  In their 'Technical Advisory on Evaluating Transportation Impacts in CEQA,' OPR indicated transportation projects that include the addition of new lane(s) permanently restricted to transit vehicle use (i.e., dedicated bus lanes), or that reduce the number of through lanes should generally not induce vehicle travel that would lead to a significant VMT impact under CEQA. We suggest Metro review the Project in light of recent changes to the CEQA Guidelines to either affirm that the Project is consistent with the qualifying conditions OPR established to conclude a

transportation project would not induce substantial vehicle travel demand and, therefore, not result in a significant VMT impact, or if further VMT analysis is required, include that analysis in the Draft EIR. Section 2.3 of the LADOT Transportation Assessment Guidelines provides guidance consistent with OPR's Technical Advisory regarding circumstances in which a transportation project would need to evaluate potential impacts due to induced travel and VMT. The Draft EIR should evaluate the potential increase in VMT for any Alternative that includes adding new multi-purpose lanes if the analysis finds that those features were not already adequately evaluated at a programmatic level, such as in the EIR prepared for the Southern California Association of Government's (SCAG) most recent Regional Transportation Plan (RTP).

As mentioned above, the City's Guidelines distinguish analyses that are necessary to comply with CEQA from the additional analyses LADOT requires to address outstanding access, circulation, and safety concerns that involve City streets and rights-of-way. While not required by CEQA, the evaluation of the conditions described below ensure that Metro and the City are addressing comprehensive mobility needs and challenges that could result from the Project.

- **Non-CEQA Analysis**

  Mobility Plan 2035 Required Evaluation

  The adoption of the Mobility Plan 2035 committed the City to continue to communicate to the public the consequences of any major proposed changes to the City's right-of-way that carries out the Plan's vision. This practice relies on evaluating the potential delay, in addition to other metrics, where general purpose lanes are to be reduced along streets within the selected alignment. Where general purpose lanes would be reduced by the Project, streets that are expected to accommodate more than 750 vehicles per lane per hour (vplph) for two consecutive hours after the Project is completed require further analysis.

  In the event the Project exceeds the 750 vplph screening criteria, Metro would need to work with LADOT to implement an outreach and evaluation plan for the Project. The outreach and evaluation plan would require, at minimum, evaluating and disclosing potential changes to operating travel speed along the roadway as a result of the Project. The outreach and evaluation plan, if required, would include identifying evaluation metrics that would assess project performance and commit Metro to evaluating project performance. If required, Metro should work with LADOT to establish the performance metrics, which could include:

  - Collisions
  - Vehicle, bicycle, and pedestrian volumes
  - Vehicle travel time
  - Vehicle speed
  - LAFD response times (at the fire station areas)

  The outreach and evaluation plan may also need to disclose if the Project requires the removal of a substantial amount of on-street parking spaces. Metro should conduct a parking demand and inventory study if the Project would result in substantial parking loss, and provide notices for meetings held as part of the outreach and evaluation plan to businesses and property owners that may be directly affected.

  Metro should consult LADOT if an outreach and evaluation plan would require Metro to host public meetings in addition to those already planned as part of Metro's planning and decision-

making process. Section 3.3 of the LADOT Transportation Assessment Guidelines provides guidance on evaluating access, delay, and safety of transportation projects in accordance with the City's review procedures.

2. ALTERNATIVES

Transit Alignments

The City of Los Angeles is supportive of the Sepulveda Transit Corridor Project and looks forward to collaborating with Metro to advance this critical project that would improve quality of life for millions who travel on this corridor. Investment in any of the six alternatives would expand quality transit options that reduce travel times, provide more dignified transportation solutions for all, and increase ridership and access to opportunity. To realize this vision of the City's Mobility Plan 2035 goal of "Improving Access for all Angelenos," we support further study of all alignments, especially the Sepulveda Transit Corridor alternatives 4, 5, and 6. These alternatives are entirely underground within the Westside subregion and include a station at UCLA. Additionally, alternatives 5 and 6 are primarily or entirely underground within the Valley subregion, and would run along Sepulveda Boulevard or Van Nuys Boulevard. As outlined in Metro's documents, heavy rail trains that are automated or include a driver carry more capacity than above-ground monorail options. Alignments such as alternatives 4, 5, and 6 ensure transit passengers can avoid traversing the I-405 freeway to access stations all along the route. Transit stations located in the middle of freeways pose a multitude of challenges in accessing transit—both in terms of personal safety and traffic safety resulting from an inhospitable built environment for walking and bicycling. Additionally, passengers waiting for their train along a freeway are exposed to air and noise pollution and other potentially unsafe conditions.

The Mobility Plan further calls for improving transit access and service to major regional destinations, job centers, and intermodal facilities. A direct connection to UCLA supports existing transit riders and attracts a built in transit rider base of students, staff, and faculty by reducing the need to transfer—a key recommendation of Metro's Transfers Design Guide. In the San Fernando Valley, the proposed location of the northern terminus adjacent to the Van Nuys Metrolink station is an active transportation node on which many transportation options converge. Underground stations at this location as well as at the other two or three Valley stations can reduce strain on the public right of way and provide riders with low stress transit and first/last mile solutions, and would ensure that aerial stations and tracks do not introduce physical barriers.

Roadway Network

Given the general description of the Project alternatives currently under consideration, it is not clear at this juncture to what extent re-designing the operation of streets and intersections may be required. Potential impacts of final designs should be fully analyzed by LADOT and partner agencies prior to final alignment determination. In addition, reconfigurations of streets during the construction period, and any reconstructions of the public right-of-way required at the conclusion of construction, should be examined for opportunities to implement permanent first/last mile and Mobility Plan network improvements as an integrated part of the Project.

Continued Analysis of Alternatives

LADOT offers to continue collaborating with Metro staff in the next stages of Project development to assess benefits of the proposed alternatives using LADOT's Connectivity Platform tool. LADOT's Connectivity Platform measures changes to opportunity as a result of land use and mobility investment decisions. The Connectivity Platform compares door-to-door travel times by various modes of transportation to reach destinations, such as employment sites, schools, grocery stores,

and medical centers. Measuring connectivity is aligned with the goals of Senate Bill 743 to maximize people's access while minimizing overall VMT or driving.

City Land Use and Planning Efforts

As Metro considers consistency with the City's General Plan, potential ridership of different alignments, and opportunities for coordination with the City, please note that the City is currently drafting or updating a number of land use plans, policy documents, and zoning ordinances within the Sepulveda Transit Corridor Project's Proposed Study Area, including Community Plans that comprise the Land Use Element of the City's General Plan. Current work programs of LA City Planning include:

- Southwest Valley Community Plans update (Encino–Tarzana and Reseda–West Van Nuys within the study area, and Canoga Park–Winnetka–Woodland Hills–West Hills outside of the study area)
- Southeast Valley Community Plans update (Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass and Van Nuys–North Sherman Oaks within the study area, and North Hollywood–Valley Village outside of the study area)
- Westside Community Plans update (West Los Angeles and Palms–Mar Vista–Del Rey within the study area, and Venice and Westchester–Playa del Rey outside of the study area)
- Orange Line Transit Neighborhood Plan
- Ventura-Cahuenga Boulevard Corridor Specific Plan amendment
- Westwood Village Specific Plan amendment
- Wildlife Ordinance District within the Wildlife Pilot Study area

Transit Oriented Development Opportunities

In addition to providing needed transit connections between the Valley and the Westside, the Sepulveda Transit Corridor Project will create opportunities for transit-oriented development and offer new zoning and land use possibilities for the City. Some of these opportunities will result from the activation of new or higher-level affordable housing incentive program (TOC) tiers that are triggered by proximity to rail lines, others will result from the current land use planning efforts listed above. The City encourages Metro to consider how different alignments, station locations, infrastructure types (aerial, underground), and related land acquisitions may promote or hinder a safe, active, pedestrian- and transit-oriented district at each station.

In the Valley, alternatives 4 and 5 propose locating the corridor along Sepulveda Boulevard, which currently has a number of employment uses and is well positioned to accommodate future growth and development. Alternative 6 along Van Nuys Boulevard would similarly support future transit oriented development. Such development opportunities will be difficult to realize under the 405 freeway alignment proposed by alternatives 1, 2, and 3. In the Westside subregion, alternative 6 proposes a station near the West LA Civic Center, where redevelopment is being planned, and a southern terminus adjacent to the E Line Expo/Bundy station, which is currently experiencing a trend of large scale multifamily developments and pedestrian oriented development. A terminus at this location would contribute to a more complete neighborhood.

Although the current Project scope will not directly impact the Venice or Westchester–Playa Del Rey Community Plan Areas, the aspirational long term goal of extending the Sepulveda Transit Corridor line to LAX has future implications for the transportation network and land use planning. LA City Planning is currently in the process of updating these Community Plans and is proposing concentrating growth along major corridors and transit areas. Metro should ensure that the chosen

southern terminus of the current Project (at the E Line) will facilitate a potential extension to the south in the future.

Maintenance and Storage Facilities

The City also encourages Metro to consider TOD potential when determining where to site the Train Maintenance and Storage Facility (MSF). Alternatives 1, 2, and 3 propose locating the storage facility near the G Line Sepulveda Station. LACP is currently developing the Orange Line Transit Neighborhood Plan, which is a Metro administered grant that funds long range planning around three G Line stations, to foster more employment and residential uses around the Sepulveda Station. Metro should be mindful of the potential for the location of the storage facility above the existing park and ride lot to limit future housing and employment development and inhibit creation of a pedestrian-friendly station area with a density of active uses.

The MSF location proposed for Alternatives 4 and 5, west of Woodman Avenue and south of the Metrolink Ventura County Line railroad tracks, is in an existing industrial area and would have less effect on future housing and commercial development. However, Metro should be mindful of this location's proximity to residential uses and consider appropriate transitional buffers and noise barriers.

Alternative 6 proposes placing the MSF east of Van Nuys Boulevard north of the Metrolink/Amtrak station and tracks, in an area currently zoned industrial and developed with large retail stores. The Mission Hills–Panorama City–North Hills Community Plan, where the MSF would be located, is not currently being updated, however, the convergence of the Metrolink/Amtrak, Sepulveda Corridor, and East San Fernando Valley Corridor transit lines will make this a well-served transit hub. The land use, accessibility, and ridership tradeoffs of locating the maintenance and storage facility versus transit-oriented development very close to the station should be seriously considered.

3. **ASSESSMENT OF OTHER CONSIDERATIONS**

Wildlife Corridors

The Project's proximity to the Santa Monica Mountains highlights the need to protect natural resources that contribute to the City's wildlife diversity and biodiversity. With regard to alternatives with above-ground infrastructure in the Sepulveda Pass (Alternatives 1-3), Metro should be mindful of interference with wildlife movement and migration corridors. Metro should also consider the impact of Project construction and operation on wildlife species that belong to the endangered or protected species list. City Planning is currently developing a wildlife pilot study area ordinance with the goal of regulating development in the hillsides, particularly in ecologically sensitive areas. In addition, the Santa Monica Mountains Conservancy (SMMC) recently adopted the Eastern Santa Monica Mountains Natural Resource Protection Plan which identifies a habitat boundary encompassing the Santa Monica Mountain range and seeks to preserve habitat pathways between the 405 and South and Southeast Valley communities. The SMMC plan is currently being reviewed by the City. Metro should address potential biological and wildlife connectivity impacts within proximity to the Sepulveda Pass and Santa Monica Mountains Zone. The City's General Plan Conservation and Framework Elements also contain relevant policies related to wildlife preservation and impacts to wildlife corridors. Metro should also note the listing of the California Puma as a candidate species, which may affect analysis in the Project area.

Tree Preservation

In addition to the preservation of wildlife habitat and wildlife corridors, the City has an interest in protecting and maintaining tree coverage throughout the City, particularly in areas that lack open

space and experience the effects of urban heat island effect. The recently updated 2020 Protected Tree Ordinance identifies native tree and shrub species that require a permit from the City of Los Angeles Department of Public Works to remove. Some protected trees may have associated vegetative communities that are separately protected under the California Endangered Species Act. Independent of protected trees, the City strives to preserve all trees located in the public right-of-way. The removal of any such tree during Project construction must be coordinated with the Bureau of Public Works Streets Services Department and may trigger replacement requirements. The Department of Recreation and Parks also maintains a list of heritage trees that have historical, commemorative, or horticultural significance.

Urban Air Mobility

City Planning is currently in conversation with other City Departments, government institutions, and private industry regarding the emergence of urban air mobility (UAM). While these discussions are preliminary, the City is in the early stages of understanding and evaluating UAM options in the city, which includes goods movement and passenger service. The City is exploring the feasibility of directing such activities above existing roadway and freeway routes, in part to minimize noise impacts on communities. This strategy is being considered alongside the inclusion of offsets to minimize impacts to neighborhoods that experience environmental burden as a result of freeway proximity. Metro should consider the potential future implementations of aerial mobility when evaluating any alternative with above-ground infrastructure located in the I-405 right-of-way (Alternatives 1-3). The City welcomes further consultation on this as it is an evolving topic.

LADOT and LACP would like to work with Metro as early as possible in the environmental review process to ensure areas of interest for the City are appropriately considered in the project design and to avoid potential conflicts with City plans such as the Mobility Plan 2035, LA's Green New Deal, Vision Zero, and other relevant City policies, plans, and projects.

If you have any questions regarding our response to the Notice of Preparation, please contact Eddie Guerrero at eddie.guerrero@lacity.org. The City looks forward to working with Metro on this critical regional project that will help connect communities to jobs and opportunities.

Sincerely,

Eddie Guerrero

Eddie Guerrero
Senior Transportation Engineer

Conni Pallini-Tipton, AICP
Senior City Planner

c: Doug Mensman / Daniel Rodman, Office of the Mayor
Jay Greenstein, Council District 5
Eric Bruins, Council District 11
Lawrence Hsu, LABOE
LADOT District Operations
LADOT Metro Programs
LADOT Active Transportation
LACP Community Planning Bureau

Los Angeles Department of Water and Power

The Los Angeles Department of Water and Power would like submit the attached comment letter for the Sepulveda Transit Corridor Project. Please let me know if you have any questions regarding this comment letter.

Los Angeles Department of Water & Power
BUILDING A STRONGER L.A.

Eric Garcetti, Mayor

Board of Commissioners
Cynthia McClain-Hill, President
Susana Reyes, Vice President
Jill Banks Barad-Hopkins
Mia Lehrer
Nicole Neeman Brady
Yvette L. Furr, Acting Secretary

Martin L. Adams, General Manager and Chief Engineer

January 26, 2022

Mr. Peter Carter
Metro Transit Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Dear Mr. Peter Carter:

Subject: Comment Letter Regarding the Notice of Preparation of a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to provide comments on the proposed Sepulveda Transit Corridor Project (Project). The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. Based on our review of the Initial Study prepared for the Project, we respectfully submit the comment below.

Water System Comments:

1. LADWP is considering stormwater capture improvements at Van Nuys Recreation Center and would like to be updated on the finalized alignment for impacts to the proposed Project.
2. LADWP recommends a groundwater assessment in tunneled portions of the alignment or any portion of the alignment where groundwater dewatering is necessary to monitor the effects of the Project on local groundwater supply prior to and post construction.
3. LADWP requests to be notified when the Draft Environmental Impact Report becomes available.

For any questions regarding the above comment, please contact Mr. Marshall Styers of my staff at (213) 367-3541 or marshall.styers@ladwp.com.

Sincerely,

Nadia Parker Digitally signed by Nadia Parker
Date: 2022.01.25 11:31:56 -08'00'

Charles C. Holloway
Manager of Environmental Planning and Assessment

MS:ns
c: Mr. Marshall Styers

City of San Fernando

The City of San Fernando would like to see strong connectivity to the proposed Sepulveda Pass Transit Corridor for San Fernando and Northeast San Fernando Valley community members, especially with phase 2 of the East San Fernando Valley Light Rail Transit project. The City suggests multiple modes of connection, including, but not limited to, light rail, rapid bus service, micro-transit service, and safe and protected bike/pedestrian paths that are easy to use and accessible for San Fernando residents. Strong connectively will increase utilization by Northeast San Fernando Valley users by providing multiple ways to get to the proposed project.

OFFICE OF THE CHANCELLOR

CITY

EAST

HARBOR

MISSION

PIERCE

SOUTHWEST

TRADE-TECH

VALLEY

WEST

February 11, 2022

To the LA Metro Board of Directors with regards to the Sepulveda Transit Corridor Project;

I am writing to you to express my strong belief that a successful Sepulveda Transit Corridor alignment must include the following: a direct stop at UCLA, a direct stop at Westwood Village and connection to the Purple/D Line, and connectivity and continuity with the communities which it serves. With Metro's goals of improving mobility, accessibility, equity, and sustainability in mind, only the heavy-rail alternatives 4, 5, and 6 can provide a solution to the issues of traffic, pollution, and lack of connectivity that plague those living, working, and visiting the Westside region.

Investing resources in a project as large as the Sepulveda Transit Corridor should result in a system that enhances connectivity by taking people directly to the places they want to go. By Metro's own estimates, a UCLA stop is projected to be the most trafficked non-transfer stop in the entire Metro system, with a daytime population of over 84,000 equivalent to that of a mid-sized city. Alternatives 1 and 2's closest stops are 1.5 - 2 miles away from UCLA's campus, posing extreme first-last mile challenges for anyone trying to connect with UCLA and Westwood Village. This would dramatically decrease ridership to and from both UCLA and the Village as it could add upwards of 30 minutes of travel time, not to mention posing additional accessibility issues for pedestrians, wheelchair/assistive device users, and bikers. Any alternative (such as 1 or 2) that relies on a shuttle transfer is destined to fail.

A direct stop at UCLA and Westwood Village is not just an issue of connectivity. It's an issue of equity and accessibility to jobs, healthcare, education, and services around Los Angeles. UCLA, including its hospital and medical center, is the largest employer west of Downtown Los Angeles. The UCLA Ronald Reagan Hospital and Medical Center serves hundreds of thousands of patients each year. Over 47,000 undergraduate and graduate students attend UCLA, with over 20% of these students commuting each day from across Los Angeles. Due to extreme commutes, many along the Sepulveda Transit Corridor, up to 1 in 7 students experience housing and food insecurity. Westwood Village has over 2,300 businesses. Providing a direct stop at UCLA is an issue of equity in ensuring that all Angelenos have access to housing, employment, education, and healthcare in the Westside region.

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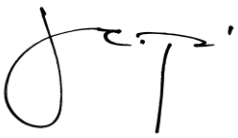
Los Angeles, CA 90017

As part of the environmental review process, it is important to consider impacts on traffic, emissions, and pollution. Not providing a direct stop in Westwood and UCLA will negatively impact Metro's environmental goals by decreasing overall ridership, as multiple transfer points increase travel time, decreasing the benefit of using a Metro system over driving. This eliminates alternatives 1 and 2. Alternative 3, while including a direct UCLA stop, lacks direct connectivity with a number of other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines. Therefore, only Alternatives 4, 5, and 6 will ultimately contribute towards Metro's sustainability and VMT reduction goals, not to mention the environmental justice and public health issues associated with the monorail alignments running along the polluted 405 freeway. While these monorail options might be less expensive, is it worth investing any money at all in a system that won't achieve its goals?

The Sepulveda Transit Corridor Project has the potential to dramatically change the way we view transit in the Westside of Los Angeles. However, the monorail options without a direct stop at UCLA, a direct connection to the Westwood Purple/D Line, and direct connectivity to other Metro lines, will ultimately fail in achieving high ridership and access to key resources such as healthcare, employment, and education. Based on these criteria, as well as considerations of sustainability and environmental justice, I call upon the Metro board to eliminate or immediately adjust Alternatives 1, 2, and 3.

Sincerely,



Francisco C. Rodriguez, Ph.D.
Chancellor
Los Angeles Community College District

Los Angeles World Airports

February 11, 2022

Mr. Peter Carter
Project Manager
LA Metro
One Gateway Plaza, 99-22-6
Los Angeles, CA 90012

RE: Sepulveda Transit Corridor Project – EIR Scoping Comments

Dear Mr. Carter:

Los Angeles World Airports (LAWA) submits these comments for consideration as part of the Sepulveda Transit Corridor Project (Proposed Project) Environmental Impact Report (EIR) scoping process.

LAWA has reviewed the proposed project's six build alternatives which would construct a fixed guideway public transportation line across the Santa Monica Mountains within the vicinity of the Sepulveda Pass. While LAWA does not have a preference at this time, we generally desire a project alignment that maximizes passenger capacity with the most direct route, minimal transfers, and time certainty. We recognize the challenges posed by the physical and environmental constraints that the Sepulveda Pass and I-405 freeway pose for each of the concepts, and at this time LAWA prefers the type of transit technology that ensures a seamless connection to Los Angeles International Airport (LAX).

Travel along this pivotal north-south corridor is vital. The Transit Corridor Project would connect Los Angeles International Airport (LAX) and the San Fernando Valley by providing a mass transit alternative to the heavily congested I-405 freeway system. The possibility of providing a single-seat public transit between LAX and the San Fernando Valley could ensure arrival time reliability to the thousands of passengers, employees and others who access the LAX area daily via this corridor.

We understand that at this time LA Metro is looking at six project alternatives that would provide a fixed guideway transit option between the San Fernando Valley and the Westside of Los Angeles with a southern terminus connection to the Metro E Line (EXPO) using either monorail or heavy rail technology for portions of the line along with aerial automated people mover or electric bus connections for the University of California Los Angeles (UCLA).

LAX

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport Commissioners

Beatrice C. Hsu
President

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Vice President

Sean O. Burton
Gabriel L. Eshaghian
Nicholas P. Roxborough
Belinda M. Vega
Karim Webb

Justin Erbacci
Chief Executive Officer

We would like to emphasize that any of these six project alternatives should not preclude future Westside to LAX alignments that would provide a single-seat ride from the northern leg of the San Fernando Valley to LAX. The single-seat or one-seat ride experience will make this proposed line a true, seamless connection between the Sepulveda Corridor and LAX.

In addition, LAWA may be impacted by construction of the project along the I-405 freeway and the adjacent freeway corridor. These potential construction impacts could cause vehicular traffic impacts and traffic management issues due to lane closures and detours that would require extensive planning and implementation of temporary traffic management measures in order to minimize traffic flow interruptions on the I-405 freeway. Early planning for such measures could reduce impacts to those traveling to and from LAX.

As a final note, LAWA supports any consideration of accelerating the southern portion of the project to LAX. LAX is a crucial destination and employment center and serves as an economic powerhouse for the region and the country. A San Fernando Valley to LAX public transportation option is needed much sooner than the 2050 date anticipated for the completion of the southern segment.

LAWA thanks LA Metro for the continued partnership and looks forward to working with you on issues related to our airports, transportation and local communities as it relates to this project.

Thank you in advance for your consideration of our comments.

Sincerely,

David Reich,
Deputy Executive Director, Mobility Planning and Strategy

cc: Becca Doten, Deputy Executive Director, Public & Government Affairs
Mark Adams, Director of Government Affairs

Jolene Ditmar

Hello,
Please see the attached comment letter from the Metropolitan Water District of Southern California on the Notice of Preparation for the Sepulveda Transit Corridor Project. We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. Thank you for your time.
Best, Jolene Ditmar Assistant Environmental Specialist II Environmental Planning Section The Metropolitan Water District of Southern California Email: JDitmar@mwdh2o.com Phone: 562-506-3031

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

December 9, 2021 **Via Electronic Mail**

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

Dear Mr. Carter:

Notice of Preparation for the Sepulveda Transit Corridor Project

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Preparation for the Sepulveda Transit Corridor Project (Project). Los Angeles County Metropolitan Transportation Authority is acting as the Lead Agency under the California Environmental Quality Act (CEQA). The Project proposes to construct and provide a fixed, high capacity transit option through the I-405 corridor to better connect the San Fernando Valley to West Los Angeles, specifically, major employment, educational and cultural centers. This letter contains Metropolitan's response to the public notice as a potentially affected public agency.

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies, serving approximately 19 million people in portions of six counties in Southern California, including Orange County. Metropolitan's mission is to provide its 5,200 square mile service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way.

Our review of the notice indicates that Metropolitan owns and operates the Sepulveda Feeder and Santa Monica Feeder Pipelines and appurtenant facilities within the Project's proximity. The aforementioned pipelines and appurtenant facilities distribute treated water (drinking water) from the Joseph Jensen Treatment Plant to Los Angeles County. Metropolitan is concerned with potential impacts to the pipelines and appurtenant facilities that may result from the construction and implementation of the proposed Project. The enclosed map shows Metropolitan facilities in relation to the proposed project. It will be necessary for Caltrans to consider these facilities in its project planning.

Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipeline to excessive vehicle, impact or vibratory loads. Any future design plans associated with this project should be submitted to Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-7663 or via email at EngineeringSubstructures@mwdh2o.com. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, attached are the "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way". Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Additionally, Metropolitan encourages projects within its service area to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Jolene Ditmar at (213) 217-6184 or jditmar@mwdh2o.com.

Very truly yours,

Digitally signed by Sean Carlson
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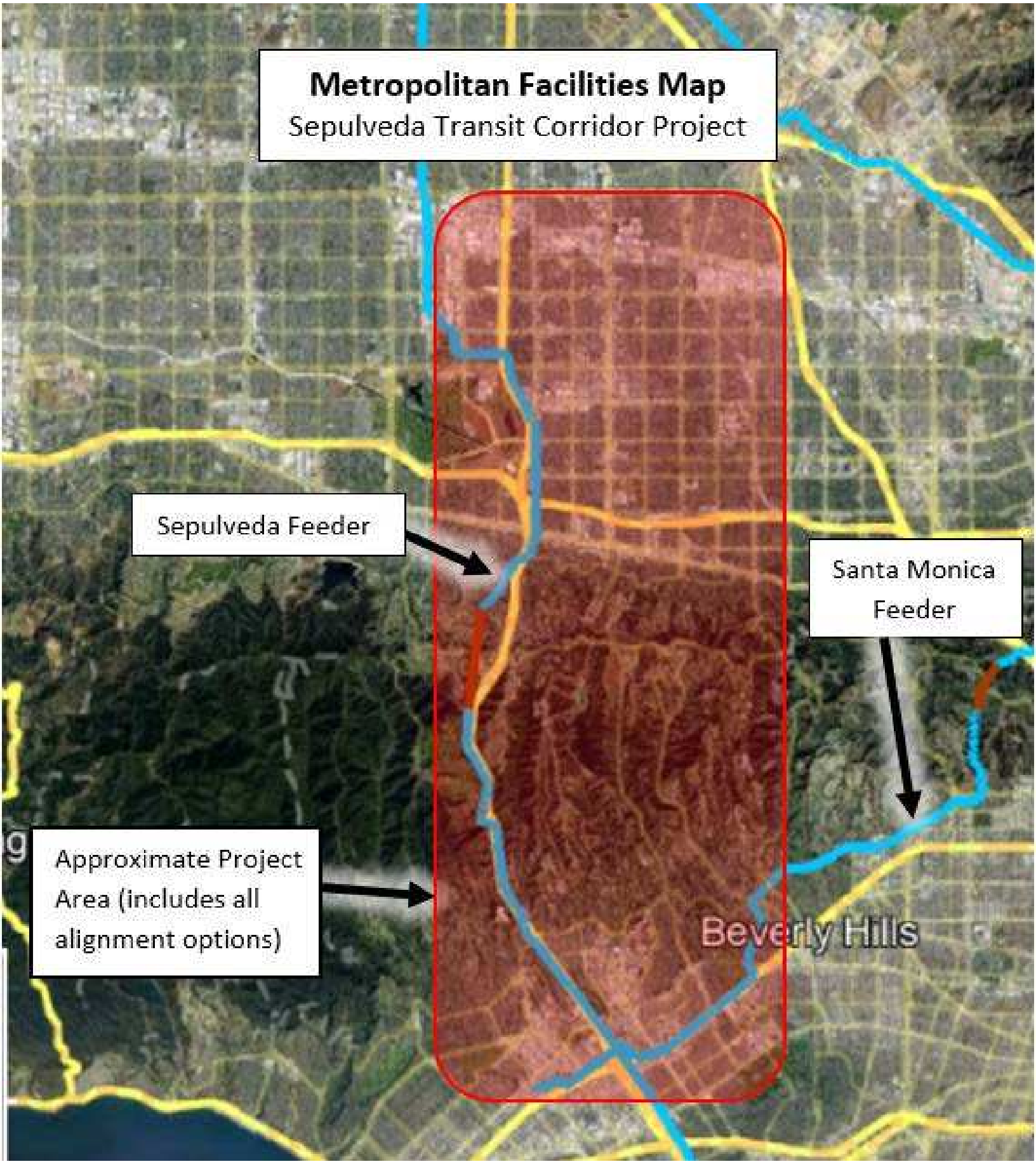
Sean Carlson
Team Manager, Environmental Planning Section

JD:rdl
(Sharepoint\Metro\Sepulveda Transit Corridor Project)

Enclosures:

(1) Map
(2) Planning Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way


Metropolitan Facilities Map
Sepulveda Transit Corridor Project
Sepulveda Feeder
Santa Monica Feeder
Approximate Project Area (includes all alignment options)
Beverly Hills

Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way

July 2018

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Additional Copies: To obtain a copy of this document, please contact the Engineering Services Group, Substructures Team.

Disclaimer

Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as deemed prudent, to assure that project plans are correct. The appropriate representative from Metropolitan must be contacted at least two working days, before any work activity in proximity to Metropolitan's facilities.

It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.

PUBLICATION HISTORY:

Initial Release	*July 2018*

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1.0 GENERAL INFORMATION

Note: Underground Service Alert at 811 must be notified at least two working days before excavating in proximity to Metropolitan's facilities.

1.1 Introduction

These guidelines provide minimum design and construction requirements for any utilities, facilities, developments, and improvements, or any other projects or activities, proposed in or near Metropolitan Water District of Southern California (Metropolitan) facilities and rights-of-way. Additional conditions and stipulations may also be required depending on project and site specific conditions. Any adverse impacts to Metropolitan's conveyance system, as determined by Metropolitan, will need to be mitigated to its satisfaction.

All improvements and activities must be designed so as to allow for removal or relocation at builder or developer expense, as set forth in the paramount rights provisions of Section 20.0. Metropolitan shall not be responsible for repair or replacement of improvements, landscaping or vegetation in the event Metropolitan exercises its paramount rights powers.

1.2 Submittal and Review of Project Plans/Utilities and Maps

Metropolitan requires project plans/utilities be submitted for all proposed activities that may impact Metropolitan's facilities or rights-of-way. Project plans shall include copies of all pertinent utilities, sewer line, storm drain, street improvement, grading, site development, landscaping, irrigation and other plans, all tract and parcel maps, and all necessary state and federal environmental documentation. Metropolitan will review the project plans and provide written approval, as it pertains to Metropolitan's facilities and rights-of-way. Written approval from Metropolitan must be obtained, prior to the start of any activity or construction in the area of Metropolitan's facilities or rights-of-way. Once complete project plans and supporting documents are submitted to Metropolitan, it generally takes 30 days to review and to prepare a detailed written response. Complex engineering plans that have the potential for significant impacts on Metropolitan's facilities or rights-of-way may require a longer review time.

Project plans, maps, or any other information should be submitted to Metropolitan's Substructures Team at the following mailing address:

Attn: Substructures Team
The Metropolitan Water District of Southern California
700 North Alameda St.
Los Angeles, CA 90012

General Mailing Address: P.O. Box 54153
Los Angeles, CA 90054-0153

Email: EngineeringSubstructures@mwdh2o.com

For additional information, or to request prints of detailed drawings for Metropolitan's facilities and rights-of-way, please contact Metropolitan's Substructures Team at 213-217-7663 or EngineeringSubstructures@mwdh2o.com.

1.3 Identification of Metropolitan's Facilities and Rights-of-Way

Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's, with official recording data, on the following:

A. All applicable plans

B. All applicable tract and parcel maps

Metropolitan's rights-of-ways and existing survey monuments must be tied dimensionally to the tract or parcel boundaries. Metropolitan's Records of Survey must be referenced on the tract and parcel maps with the appropriate Book and Page.

2.0 General Requirements

2.1 Vehicular Access

Metropolitan must have vehicular access along its rights-of-way at all times for routine inspection, patrolling, operations, and maintenance of its facilities and construction activities. All proposed improvements and activities must be designed so as to accommodate such vehicular access.

2.2 Fences

Fences installed across Metropolitan's rights-of-way must include a 16-foot-wide gate to accommodate vehicular access by Metropolitan. Additionally, gates may be required at other specified locations to prevent unauthorized entry into Metropolitan's rights-of-way.

All gates must accommodate a Metropolitan lock or Knox-Box with override switch to allow Metropolitan unrestricted access. There should be a minimum 20-foot setback for gates from the street at the driveway approach. The setback is necessary to allow Metropolitan vehicles to safely pull off the road prior to opening the gate.

2.3 Driveways and Ramps

Construction of 16-foot-wide commercial-type driveway approaches is required on both sides of all streets that cross Metropolitan's rights-of-way. Access ramps, if necessary, must be a minimum of 16 feet wide.

There should be a minimum 20-foot setback for gates from the street at the driveway approach. Grades of ramps and access roads must not exceed 10 percent; if the slope of an access ramp or road must exceed 10 percent due to topography, then the ramp or road must be paved.

2.4 Walks, Bike Paths, and Trails

All walkways, bike paths, and trails along Metropolitan's rights-of-way must be a minimum 12-foot wide and have a 50-foot or greater radius on all horizontal curves if also used as Metropolitan's access roads. Metropolitan's access routes, including all walks and drainage facilities crossing the access routes, must be constructed to American Association of State Highway and Transportation Officials (AASHTO) H-20 loading standards (see Figure 1). Additional requirements will be placed on equestrian trails to protect the water quality of Metropolitan's pipelines and facilities.

2.5 Clear Zones

A 20-foot-wide clear zone is required to be maintained around Metropolitan's manholes and other above-ground facilities to accommodate vehicular access and maintenance. The clear zone should slope away from Metropolitan's facilities on a grade not to exceed 2 percent.

2.6 Slopes

Cut or fill slopes proposed within Metropolitan's rights-of-way must not exceed 10 percent. The proposed grade must not worsen the existing condition. This restriction is required to facilitate Metropolitan use of construction and maintenance equipment and allow uninhibited access to above-ground and below-ground facilities.

2.7 Structures

Construction of structures of any type is not allowed within the limits of Metropolitan's rights-of-way to avoid interference with the operation and maintenance of Metropolitan's facilities and possible construction of future facilities.

Footings and roof eaves of any proposed buildings adjacent to Metropolitan's rights-of-way must meet the following criteria:

A. Footings and roof eaves must not encroach onto Metropolitan's rights-of-way.

B. Footings must not impose any additional loading on Metropolitan's facilities.

C. Roof eaves must not overhang onto Metropolitan's rights-of-way.

Detailed plans of footings and roof eaves adjacent to Metropolitan's rights-of-way must be submitted for Metropolitan's review and written approval, as pertains to Metropolitan's facilities.

2.8 Protection of Metropolitan Facilities

Metropolitan facilities within its rights-of-way, including pipelines, structures, manholes, survey monuments, etc., must be protected from damage by the project proponent or property owner, at no expense to Metropolitan. The exact location, description and method of protection must be shown on the project plans.

2.9 Potholing of Metropolitan Pipelines

Metropolitan's pipelines must be potholed in advance, if the vertical clearance between a proposed utility and Metropolitan's pipeline is indicated to be 4 feet or less. A Metropolitan representative must be present during the potholing operation and will assist in locating the pipeline. Notice is required, a minimum of three working days, prior to any potholing activity.

2.10 Jacked Casings or Tunnels

A. General Requirements

Utility crossings installed by jacking, or in a jacked casing or tunnel under/over a Metropolitan pipeline, must have at least 3 feet of vertical clearance between the outside diameter of the pipelines and the jacked pipe, casing, or tunnel. The actual

cover over Metropolitan's pipeline shall be determined by potholing, under Metropolitan's supervision.

Utilities installed in a jacked casing or tunnel must have the annular space between the utility and the jacked casing or tunnel filled with grout. Provisions must be made for grouting any voids around the exterior of the jacked pipe, casing, or tunnel.

B. Jacking or Tunneling Procedures

Detailed jacking, tunneling, or directional boring procedures must be submitted to Metropolitan for review and approval. The procedures must cover all aspects of operation, including, but not limited to, dewatering, ground control, alignment control, and grouting pressure. The submittal must also include procedures to be used to control sloughing, running, or wet ground, if encountered. A minimum 10-foot clearance must be maintained between the face of the tunneling or receiving pits and outside edges of Metropolitan's facility.

C. Shoring

Detailed drawings of shoring for jacking or receiving pits must be submitted to Metropolitan for review and written-approval. (See Section 10 for shoring requirements).

D. Temporary Support

Temporary support of Metropolitan's pipelines may be required when a utility crosses under a Metropolitan pipeline and is installed by means of an open trench. Plans for temporary support must be reviewed and approved in writing by Metropolitan. (See Section 11, Supports of Metropolitan Facilities).

3.0 Landscaping

3.1 Plans

All landscape plans must show the location and limits of Metropolitan's right-of-way and the location and size of Metropolitan's pipeline and related facilities therein. All landscaping and vegetation shall be subject to removal without notice, as may be required by Metropolitan for ongoing maintenance, access, repair, and construction activities. Metropolitan will not be financially responsible for the removal of any landscaping and vegetation.

3.2 Drought-Tolerant Native and California Friendly Plants

Metropolitan recommends use of drought-tolerant native and California Friendly® plants (excluding sensitive plants) on proposed projects. For more information regarding California Friendly® plants refer to www.bewaterwise.com.

3.3 Trees

Trees are generally prohibited within Metropolitan's rights-of-way as they restrict Metropolitan's ability to operate, maintain and/or install new pipeline(s) located within these rights-of-way. Metropolitan will not be financially responsible for the removal and replacement of any existing trees should they interfere with access and any current or future Metropolitan project located within the right-of-way.

3.4 Other Vegetation

Shrubs, bushes, vines, and groundcover are generally allowed within Metropolitan's rights-of-way. Larger shrubs are not allowed on Metropolitan fee properties; however, they may be allowed within its easements if planted no closer than 15 feet from the outside edges of existing or future Metropolitan facilities. Only groundcover is allowed to be planted directly over Metropolitan pipeline, turf blocks or similar is recommended to accommodate our utility vehicle access. Metropolitan will not be financially responsible for the removal and replacement of the vegetation should it interfere with access and any current or future Metropolitan project.

3.5 Irrigation

Irrigation systems are acceptable within Metropolitan's rights-of-way, provided valves and controllers are located near the edges of the right-of-way and do not interfere with Metropolitan vehicular access. A shutoff valve should also be located along the edge of the right-of-way that will allow the shutdown of the system within the right-of-way should Metropolitan need to do any excavation. No pooling or saturation of water above Metropolitan's pipeline and right-of-way is allowed. Additional restrictions apply to non-potable water such as Recycled Water and are covered on Table 3 of Page 20.

3.6 Metropolitan Vehicular Access

Landscape plans must show Metropolitan vehicular access to Metropolitan's facilities and rights-of-way and must be maintained by the property owner or manager or homeowners association at all times. Walkways, bike paths, and trails within Metropolitan's rights-of-way may be used as Metropolitan access routes. (See Section 2.4, Walks, Bike Paths, and Trails).

4.0 General Utilities

Note: For non-potable piping like sewer, hazardous fluid, storm drain, disinfected tertiary recycled water and recycled water irrigation see Table 1 through Table 3.

4.1 Utility Structures

Permanent utility structures (e.g., manholes, power poles, pull boxes, electrical vaults, etc.) are not allowed within Metropolitan's rights-of-way. Metropolitan requests that all permanent utility structures within public streets be placed as far from its pipelines and facilities as practical, but not closer than 5 feet from the outside edges of Metropolitan facilities.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation.

4.2 Utility Crossings

Metropolitan requests a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and any utility crossing the pipeline. Utility lines crossing Metropolitan's pipelines must be as perpendicular to the pipeline as possible. Cross-section drawings, showing proposed locations and elevations of utility lines and locations of Metropolitan's pipelines and limits of rights-of-way, must be submitted with utility plans, for all

crossings. Metropolitan's pipeline must be potholed under Metropolitan's supervision at the crossings (See Section 2.9).

4.3 Longitudinal Utilities

Installation of longitudinal utilities is generally not allowed along Metropolitan's rights-of-way. Within public streets, Metropolitan requests that all utilities parallel to Metropolitan's pipelines and appurtenant structures (facilities) be located as far from the facilities as possible, with a minimum clearance of 5 feet from the outside edges of the pipeline.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation (for more information See Table 1 on Page 18).

4.4 Underground Electrical Lines

Underground electrical conduits (110 volts or greater) which cross a Metropolitan's pipeline must have a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and the electrical lines. Longitudinal electrical lines, including pull boxes and vaults, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipeline or structures.

4.5 Fiber Optic Lines

Fiber optic lines installed by directional boring require a minimum of 3 feet of vertical clearance when boring is over Metropolitan's pipelines and a minimum of 5 feet of vertical clearance when boring is under Metropolitan's pipelines. Longitudinal fiber optic lines, including pull boxes, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipelines or structures. Potholing must be performed, under Metropolitan's supervision, to verify the vertical clearances are maintained.

4.6 Overhead Electrical and Telephone Lines

Overhead electrical and telephone lines, where they cross Metropolitan's rights-of-way, must have a minimum 35 feet of clearance, as measured from the ground to the lowest point of the overhead line. Overhead electrical lines poles must be located at least 30 feet laterally from the edges of Metropolitan's facilities or outside Metropolitan's right-of-way, whichever is greater.

Longitudinal overhead electrical and or telephone lines in public streets should have a minimum separation of 10 feet from the edge of a Metropolitan pipelines or structures where possible.

4.7 Sewage Disposal Systems

Sewage disposal systems, including leach lines and septic tanks, must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or the edge of its facilities, whichever is greater. If soil conditions are poor, or other adverse site-specific conditions exist, a minimum distance of 150 feet is required. They must also comply with local and state health code requirements as they relate to sewage disposal systems in proximity to major drinking water supply pipelines.

4.8 Underground Tanks

Underground tanks containing hazardous materials must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or edge of its facilities, whichever is greater. In addition, groundwater flow should be considered with the placement of underground tanks down-gradient of Metropolitan's facilities.

5.0 Specific Utilities: Non-Potable Utility Pipelines

In addition to Metropolitan's general requirements, installation of non-potable utility pipelines (e.g., storm drains, sewers, and hazardous fluids pipelines) in Metropolitan's rights-of-way and public street rights-of-way must also conform to the State Water Resources Control Board's Division of Drinking Water (DDW) regulation (Waterworks Standards) and guidance for separation of water mains and non-potable pipelines and to applicable local county health code requirements. Written approval is required from DDW for the implementation of alternatives to the Waterworks Standards and, effective December 14, 2017, requests for alternatives to the Waterworks Standards must include information consistent with: DDW's Waterworks Standards Main Separation Alternative Request Checklist.

In addition to the following general guidelines, further review of the proposed project must be evaluated by Metropolitan and requirements may vary based on site specific conditions.

A. Sanitary Sewer and Hazardous Fluids (General Guideline See Table 1 on Page 18)

B. Storm Drain and Recycled Water (General Guideline See Table 2 on Page 19)

C. Irrigation with Recycled Water (General Guideline See Table 3 on Page 20)

D. Metropolitan generally does not allow Irrigation with recycled water to be applied directly above its treated water pipelines

E. Metropolitan requests copies of project correspondence with regulating agencies (e.g., Regional Water Quality Control Board, DDW); regarding the application of recycled water for all projects located on Metropolitan's rights-of-way

6.0 Cathodic Protection/Electrolysis Test Stations

6.1 Metropolitan Cathodic Protection

Metropolitan's existing cathodic protection facilities in the vicinity of any proposed work must be identified prior to any grading or excavation. The exact location, description, and type of protection must be shown on all project plans. Please contact Metropolitan for the location of its cathodic protection stations.

6.2 Review of Cathodic Protection Systems

Metropolitan must review any proposed installation of impressed-current cathodic protection systems on pipelines crossing or paralleling Metropolitan's pipelines to determine any potential conflicts with Metropolitan's existing cathodic protection system.

7.0 Drainage

7.1 Drainage Changes Affecting Metropolitan Rights-of-Way

Changes to existing drainage that could affect Metropolitan's rights-of-way require Metropolitan's approval. The project proponent must provide acceptable solutions to ensure Metropolitan's rights-of-way are not negatively affected by changes in the drainage conditions. Plans showing the changes, with a copy of a supporting hydrology report and hydraulic calculations, must be submitted to Metropolitan for review and approval. Long term maintenance of any proposed drainage facilities must be the responsibility of the project proponent, City, County, homeowner's association, etc., with a clear understanding of where this responsibility lies. If drainage must be discharged across Metropolitan's rights-of-way, it must be carried across by closed conduit or lined open channel and must be shown on the plans.

7.2 Metropolitan's Blowoff and Pumpwell Structures

Any changes to the existing local watercourse systems will need to be designed to accommodate Metropolitan's blowoff and pumpwell structures, which periodically convey discharged water from Metropolitan's blowoff and pumping well structures during pipeline dewatering. The project proponents' plans should include details of how these discharges are accommodated within the proposed development and must be submitted to Metropolitan for review and approval. Any blowoff discharge lines impacted must be modified accordingly at the expense of the project proponent.

8.0 Grading and Settlement

8.1 Changes in Cover over Metropolitan Pipelines

The existing cover over Metropolitan's pipelines must be maintained unless Metropolitan determines that proposed changes in grade and cover do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance capability. Load and settlement or rebound due to change in cover over a Metropolitan pipeline or ground in the area of Metropolitan's rights-of-way will be factors considered by Metropolitan during project review.

In general, the minimum cover over a Metropolitan pipeline is 4 feet and the maximum cover varies per different pipeline. Any changes to the existing grade may require that Metropolitan's pipeline be potholed under Metropolitan's supervision to verify the existing cover.

8.2 Settlement

Any changes to the existing topography in the area of Metropolitan's pipeline or right-of-way that result in significant settlement or lateral displacement of Metropolitan's pipelines are not acceptable. Metropolitan may require submittal of a soils report showing the predicted settlement of the pipeline at 10-foot intervals for review. The data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement. Possible settlement due to soil collapse, rebound and lateral displacement must also be included.

In general, the typical maximum allowed deflection for Metropolitan's pipelines must not exceed a deflection of 1/4-inch for every 100 feet of pipe length. Metropolitan may require additional information per its Geotechnical Guidelines. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

9.0 Construction Equipment

9.1 Review of Proposed Equipment

Use of equipment across or adjacent to Metropolitan's facilities is subject to prior review and written approval by Metropolitan. Excavation, backfill, and other work in the vicinity of Metropolitan's facilities must be performed only by methods and with equipment approved by Metropolitan. A list of all equipment to be used must be submitted to Metropolitan a minimum of 30 days before the start of work.

A. For equipment operating within paved public roadways, equipment that imposes loads not greater than that of an AASHTO H-20 vehicle (see Figure 1 on Page 21) may operate across or adjacent to Metropolitan's pipelines provided the equipment operates in non-vibratory mode and the road remains continuously paved.

B. For equipment operating within unpaved public roadways, when the total cover over Metropolitan's pipeline is 10 feet or greater, equipment imposing loads no greater than those imposed by an AASHTO H-20 vehicle may operate over or adjacent to the pipeline provided the equipment is operated in non-vibratory mode. For crossings, vehicle path shall be maintained in a smooth condition, with no breaks in grade for 3 vehicle lengths on each side of the pipeline.

9.2 Equipment Restrictions

In general, no equipment may be used closer than 20 feet from all Metropolitan above-ground structures. The area around the structures should be flagged to prevent equipment encroaching into this zone.

9.3 Vibratory Compaction Equipment

Vibratory compaction equipment may not be used in vibratory mode within 20 feet of the edge of Metropolitan's pipelines.

9.4 Equipment Descriptions

The following information/specifications for each piece of equipment should be included on the list:

A. A description of the equipment, including the type, manufacturer, model year, and model number. For example, wheel tractor-scraper, 1990 Caterpillar 627E.

B. The empty and loaded total weight and the corresponding weight distribution. If equipment will be used empty only, it should be clearly stated.

C. The wheel base (for each axle), tread width (for each axle), and tire footprint (width and length) or the track ground contact (width and length), and track gauge (center to center of track).

10.0 Excavations Close to Metropolitan Facilities

10.1 Shoring Design Submittal

Excavation that impacts Metropolitan's facilities requires that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation may not begin until the shoring design is accepted in writing by Metropolitan.

Shoring design submittals must include all required trenches, pits, and tunnel or jacking operations and related calculations. Before starting the shoring design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements, particularly as to any special procedures that may be required.

10.2 Shoring Design Requirements

Shoring design submittals must be stamped and signed by a California registered civil or structural engineer. The following requirements apply:

A. The submitted shoring must provide appropriate support for soil adjacent to and under Metropolitan's facilities.

B. Shoring submittals must include detailed procedures for the installation and removal of the shoring.

C. Design calculations must follow the Title 8, Chapter 4, Article 6 of the California Code of Regulations (CCR) guidelines. Accepted methods of analysis must be used.

D. Loads must be in accordance with the CCR guidelines or a soils report by a geotechnical consultant.

E. All members must be secured to prevent sliding, falling, or kickouts.

Metropolitan's pipelines must be located by potholing under Metropolitan's supervision before the beginning construction. Use of driven piles within 20 feet of the centerline of Metropolitan's pipeline is not allowed. Piles installed in drilled holes must have a minimum 2-foot clearance between Metropolitan's pipeline and the edge of the drilled hole, and a minimum of 1-foot clearance between any part of the shoring and Metropolitan's pipeline.

11.0 Support of Metropolitan Facilities

11.1 Support Design Submittal

If temporary support of a Metropolitan facility is required, the contractor shall submit a support design plan to Metropolitan for review and approval a minimum of 30 days before the scheduled start of work. Work may not begin until the support design is approved in writing by Metropolitan. Before starting design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements.

11.2 Support Design Requirements

Support design submittals must be prepared, stamped, and signed by a California registered civil or structural engineer. The following requirements apply:

A. Support drawings must include detailed procedures for the installation and removal of the support system.

B. Design calculations must follow accepted practices, and accepted methods of analysis must be used.

C. Support designs must show uniform support of Metropolitan's facilities with minimal deflection.

D. The total weight of the facility must be transferred to the support system before supporting soil is fully excavated.

E. All members must be secured to prevent sliding, falling, or kickouts.

12.0 Backfill

12.1 Metropolitan Pipeline Not Supported

In areas where a portion of Metropolitan pipeline is not supported during construction, the backfill under and to an elevation of 6 inches above the top of the pipeline must be one-sack minimum cement sand slurry. To prevent adhesion of the slurry to Metropolitan's pipeline, a minimum 6-mil-thick layer of polyethylene sheeting or similar approved sheeting must be placed between the concrete support and the pipeline.

12.2 Metropolitan Pipeline Partially Exposed

In areas where a Metropolitan pipeline is partially exposed during construction, the backfill must be a minimum of 6 inches above the top of the pipeline with sand compacted to minimum 90 percent compaction.

12.3 Metropolitan Cut and Cover Conduit on Colorado River Aqueduct (CRA)

In areas where a Metropolitan cut and cover conduit is exposed, the following guidelines apply:

A. No vehicle or equipment shall operate over or cross the conduit when the cover is less than 3 feet.

B. Track-type dozer with a gross vehicle weight of 12,000 lbs or less may be used over the conduit when the cover is a minimum of 3 feet.

C. Wheeled vehicles with a gross vehicle weight of 8,000 lbs or less may operate over the conduit when the cover is a minimum of 4 feet.

D. Tracked dozer or wheeled vehicle should be used to push material over the conduit from the side.

E. Tracked dozer or wheeled vehicle should gradually increase cover on one side of the conduit and then cross the conduit and increase cover on the other side of the conduit. The cover should be increased on one side of the conduit until a maximum of 2 feet of fill has been placed. The cover over the conduit is not allowed to be more than 2 feet higher on one side of the conduit than on the other side.

F. The cover should be gradually increased over the conduit until the grade elevations have been restored.

13.0 Piles

13.1 Impacts on Metropolitan Pipelines

Pile support for structures could impose lateral, vertical and seismic loads on Metropolitan's pipelines. Since the installation of piles could also cause settlement of Metropolitan pipelines, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of Metropolitan's pipelines. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

13.2 Permanent Cast-in-place Piles

Permanent cast-in-place piles must be constructed so that down drag forces of the pile do not act on Metropolitan's pipeline. The pile must be designed so that down drag forces are not developed from the ground surface to springline of Metropolitan's pipeline.

Permanent cast-in-place piles shall not be placed closer than 5 feet from the edge of Metropolitan's pipeline. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

14.0 Protective Slabs for Road Crossings Over Metropolitan Pipelines

Protective slabs must be permanent cast-in-place concrete protective slabs configured in accordance with Drawing SK-1 (See Figure 2 on Page 22).

The moments and shear for the protective slab may be derived from the American Association of State Highway and Transportation Officials (AASHTO). The following requirements apply:

A. The concrete must be designed to meet the requirements of AASHTO

B. Load and impact factors must be in accordance with AASHTO. Accepted methods of analysis must be used.

C. The protective slab design must be stamped and signed by a California registered civil or structural engineer and submitted to Metropolitan with supporting calculations for review and approval.

Existing protective slabs that need to be lengthened can be lengthened without modification, provided the cover and other loading have not been increased.

15.0 Blasting

At least 90 days prior to the start of any drilling for rock excavation blasting, or any blasting in the vicinity of Metropolitan's facilities, a site-specific blasting plan must be submitted to Metropolitan for review and approval. The plan must consist of, but not be limited to, hole diameters, timing sequences, explosive weights, peak particle velocities (PPV) at Metropolitan pipelines/structures, and their distances to blast locations. The PPV must be estimated based on a site-specific power law equation. The power law equation provides the peak particle velocity versus the scaled distance and must be calibrated based on measured values at the site.

16.0 Metropolitan Plan Review Costs, Construction Costs and Billing

16.1 Plan Review Costs

Metropolitan plan reviews requiring 8 labor hours or less are generally performed at no cost to the project proponent. Metropolitan plan reviews requiring more than 8 labor hours must be paid by the project proponent, unless the project proponent has superior rights at the project area. The plan review will include a written response detailing Metropolitan's comments, requirements, and/or approval.

A deposit of funds in the amount of the estimated cost and a signed letter agreement will be required from the project proponent before Metropolitan begins or continues a detailed engineering plan review that exceeds 8 labor hours.

16.2 Cost of Modification of Facilities Performed by Metropolitan

Cost of modification work conducted by Metropolitan will be borne by the project proponent, when Metropolitan has paramount/prior rights at the subject location.

Metropolitan will transmit a cost estimate for the modification work to be performed (when it has paramount/prior rights) and will require that a deposit, in the amount of the estimate, be received before the work will be performed.

16.3 Final Billing

Final billing will be based on the actual costs incurred, including engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the total cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice for the additional amount will be forwarded for payment.

17.0 Street Vacations and Reservation of Easements for Metropolitan

A reservation of an easement is required when all or a portion of a public street where Metropolitan facilities are located is to be vacated. The easement must be equal to the street width being vacated or a minimum 40 feet. The reservation must identify Metropolitan as a "public entity" and not a "public utility," prior to recordation of the vacation or tract map. The reservation of an easement must be submitted to Metropolitan for review prior to final approval.

18.0 Metropolitan Land Use Guidelines

If you are interested in obtaining permission to use Metropolitan land (temporary or long term), a Land Use Form must be completed and submitted to Metropolitan for review and consideration. A nonrefundable processing fee is required to cover Metropolitan's costs for reviewing your request. Land Use Request Forms can be found at:

http://mwdh2o.com/PDF_Doing_Your_Business/4.7.1_Land_Use_Request_form_revised.pdf

The request should be emailed to RealEstateServices@mwdh2o.com,or contact the Real Property Development and Management (RPDM) Group at (213) 217-7750.

After the initial application form has been submitted, Metropolitan may require the following in order to process your request:

A. A map indicating the location(s) where access is needed, and the location & size (height, width and depth) of any invasive subsurface activity (boreholes, trenches, etc.).

B. The California Environmental Quality Act (CEQA) document(s) or studies that have been prepared for the project (e.g., initial study, notice of exemption, Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), etc.).

C. A copy of an ACORD insurance certification naming Metropolitan as an additional insured, or a current copy of a statement of self-insurance.

D. Confirmation of the legal name of the person(s) or entity(ies) that are to be named as the permittee(s) in the entry permit.

E. Confirmation of the purpose of the land use.

F. The name of the person(s) with the authority to sign the documents and any specific signature title block requirements for that person or any other persons required to sign the document (i.e., legal counsel, Board Secretary/Clerk, etc.).

G. A description of any vehicles that will have access to the property. The exact make or model information is not necessary; however, the general vehicle type, expected maximum dimensions (height, length, width), and a specific maximum weight must be provided.

Land use applications and proposed use of the property must be compatible with Metropolitan's present and/or future use of the property. Any preliminary review of your request by Metropolitan shall not be construed as a promise to grant any property rights for the use of Metropolitan's property.

19.0 Compliance with Environmental Laws and Regulations

As a public agency, Metropolitan is required to comply with all applicable environmental laws and regulations related to the activities it carries out or approves. Consequently, project plans, maps, and other information must be reviewed to determine Metropolitan's obligations pursuant to state and federal environmental laws and regulations, including, but not limited to:

A. California Environmental Quality Act (CEQA) (Public Resources Code 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 1500-15387)

B. Federal Endangered Species Act (ESA) of 1973, 16 U.S.C. §§ 1531, et seq.

C. California Fish and Game Code Sections 2050-2069 (California ESA)

D. California Fish and Game Code Section 1602

E. California Fish and Game Code Sections 3511, 4700, 5050 and 5515 (California fully protected species)

F. Federal Migratory Bird Treaty Act (MBTA), 16 U.S.C. §§ 703-712

G. Federal Clean Water Act (including but not limited to Sections 404 and 401) 33 U.S.C. §§ 1342, 1344)

H. Porter Cologne Water Quality Control Act of 1969, California Water Code §§ 13000-14076.

I. Title 22, California Code of Regulations, Chapter 16 (California Waterworks Standards), Section 64572 (Water Main Separation)

Metropolitan may require the project applicant to pay for any environmental review, compliance and/or mitigation costs incurred to satisfy such legal obligations.

20.0 Paramount Rights / Metropolitan's Rights within Existing Rights-of-Way

Facilities constructed within Metropolitan's rights-of-way shall be subject to the paramount right of Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove or relocate any facilities from its rights-of-way, such removal and replacement or relocation shall be at the expense of the owner of the facility.

21.0 Disclaimer and Information Accuracy

Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as you may deem prudent, to assure that your project plans are correct. The relevant representative from Metropolitan must be called at least two working days, before any work activity in proximity to Metropolitan's facilities.

It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.

Table 1: General Guidelines for Pipeline Separation between Metropolitan's Pipeline[1] and Sanitary Sewer[2] or Hazardous Fluid Pipeline[3]

Pipeline Crossings	Metropolitan requires that sanitary sewer and hazardous fluid pipelines that cross Metropolitan's pipelines have special pipe construction (no joints) **and** secondary containment[4]. This is required for the full width of Metropolitan's rights-of-way or within 10 feet tangent to the outer edges of Metropolitan's pipeline within public streets. Additionally, sanitary sewer and hazardous fluid pipelines crossing Metropolitan's pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance between the top and the bottom of Metropolitan's pipeline and the pipe casing. These requirements apply to all sanitary sewer crossings regardless if the sanitary sewer main is located below or above Metropolitan's pipeline.
Parallel Pipeline	Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requires that all parallel sanitary sewer, hazardous fluid pipelines and/or non-potable utilities be located a minimum of 10 feet from the outside edges of Metropolitan's pipelines. When 10-foot horizontal separation criteria cannot be met, longitudinal pipelines require special pipe construction (no joints) **and** secondary containment[4].
Sewer Manhole	Sanitary sewer manholes are not allowed within Metropolitan's rights-of-way. Within public streets, Metropolitan requests manholes parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment[5].

Notes:

[1] *Separation distances are measured from the outer edges of each pipe.*

[2] *Sanitary sewer requirements apply to all recycled water treated to less than disinfected tertiary recycled water (disinfected secondary recycled water or less).* Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.

[3] *Hazardous fluids include e.g., oil, fuels, chemicals, industrial wastes, wastewater sludge, etc.*

[4] *Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.*

[5] *Secondary Containment for Structures – Secondary containment consists of external HDPE liner or other approved method.*

Table 2: General Guidelines for Pipeline Separation between Metropolitan's Pipeline[1] and Storm Drain and/or Disinfected Tertiary Recycled Water[2]

Pipeline Crossings	Metropolitan requires crossing pipelines to be special pipe construction (no joints) or have secondary containment[3] within 10-feet tangent to the outer edges of Metropolitan's pipeline. Additionally, pipelines crossing Metropolitan's pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance.
Parallel Pipeline	Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requests that all parallel pipelines be located a minimum of 10 feet from the outside edges of Metropolitan's pipelines. When 10-foot horizontal separation criteria cannot be met, special pipe construction (no joints) or secondary containment[3] are required.
Storm Drain Manhole	Permanent utility structures (e.g., manhole. catch basin, inlets) are not allowed within Metropolitan's rights-of-way. Within public streets, Metropolitan requests all structures parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment[4].

Notes:

[1] *Separation distances are measured from the outer edges of each pipe.*

[2] *Disinfected tertiary recycled water as defined* in Title 22, California Code of Regulations, Chapter 3 (*Water Recycling Criteria*), Section 60301.

[3] *Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.*

[4] *Secondary Containment for Structures – Secondary containment consists of external HDPE liner or other approved method.*

Table 3: General Guidelines for Pipeline Separation[1] between Metropolitan's Pipeline and Recycled Water[2,4] Irrigations

Pressurized recycled irrigation mainlines	• Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing pressurized recycled irrigation mainlines must be special pipe construction (no joints) or have secondary containment[3] within 10-feet tangent to the outer edges of Metropolitan's pipeline. • Longitudinal - must maintain a minimum 10-foot horizontal separation and route along the perimeter of Metropolitan's rights-of-way where possible.
Intermittently Energized Recycled Water Irrigation System Components	• Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing irrigation laterals within 5-feet tangent to the outer edges of Metropolitan's pipeline must be special pipe construction (no joints) or have secondary containment[3]. • Longitudinal – must maintain a minimum 5-foot horizontal separation between all intermittently energized recycled water irrigation system components (e.g. irrigation lateral lines, control valves, rotors) and the outer edges of Metropolitan's pipeline. Longitudinal irrigation laterals within 5-feet tangent to the outer edges of Metropolitan's pipeline must be special pipe construction (no joints) or have secondary containment[3].
Irrigation Structures	Irrigation structures such as meters, pumps, control valves, etc. must be located outside of Metropolitan's rights-of-way.
Irrigation spray rotors near Metropolitan's aboveground facilities	Irrigation spray rotors must be located a minimum of 20-foot from any Metropolitan above ground structures with the spray direction away from these structures. These rotors should be routinely maintained and adjusted as necessary to ensure no over-spray into 20-foot clear zones.
Irrigations near open canals and aqueducts	Irrigation with recycled water near open canals and aqueducts will require a setback distance to be determined based on site-specific conditions. Runoff of recycled water must be contained within an approved use area and not impact Metropolitan facilities. Appropriate setbacks must also be in place to prevent overspray of recycled water impacting Metropolitan's facilities.

Notes:

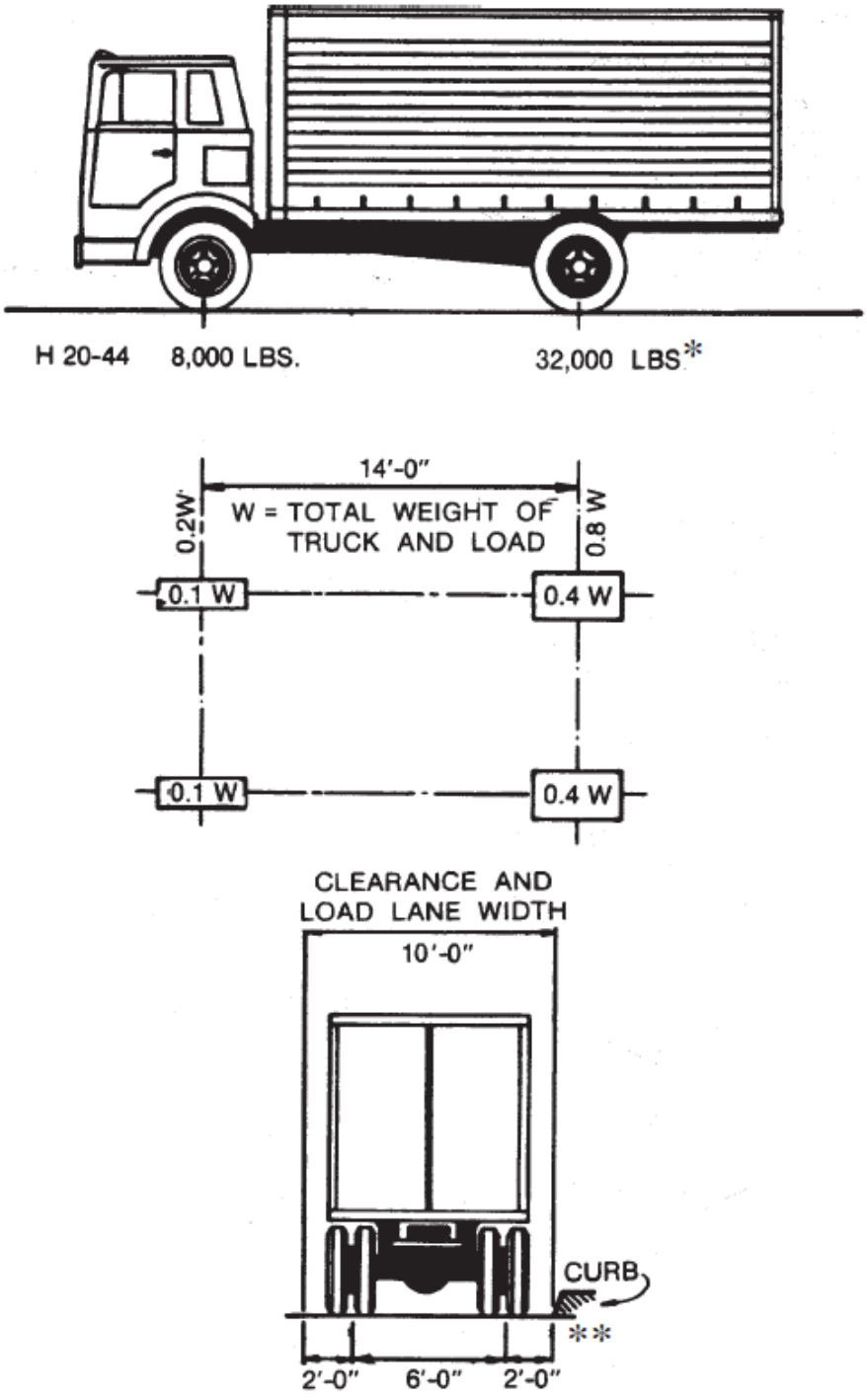
[1] *Separation distances are measured from the outer edges of each pipe.*

[2] *Requirements for recycled water irrigation apply to all levels of treatment of recycled water for non-potable uses.* Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (*Water Recycling Criteria*), Section 60301.

[3] *Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.*

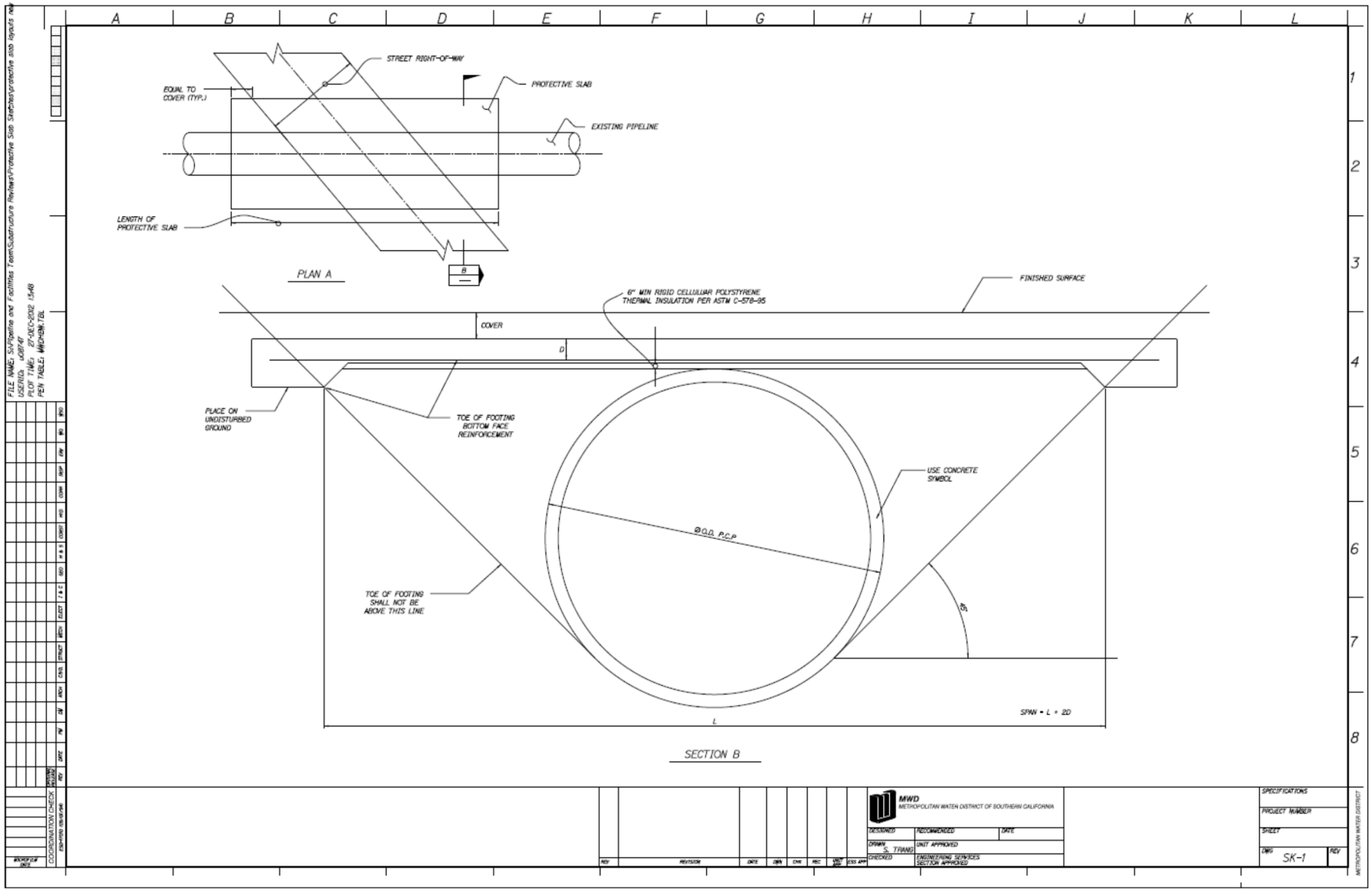
[4] *Irrigation with recycled water shall not be applied directly above Metropolitan's treated water pipelines.*

Figure 1: AASHTO H-20 Loading



Note: The H loadings consist of a two-axle truck or the corresponding lane loadings as illustrated above. The H loadings are designated "H" followed by a number indicating the gross weight in tons of the standard truck.

Figure 2: Drawing SK-1



February 7, 2022

RE: Sepulveda Transit Corridor Connection to Santa Monica Airport

To whom it may concern:

Santa Monica College is supportive of the Sepulveda Transit Corridor project as it will provide a fast and reliable alternative to traffic on the I-405. Regardless of the mode or alignment selected, to enhance the utility of this project now and in the future, we would like to see this project extended to include a southern terminus station at the site of the Santa Monica Airport.

The airport area contains a mix of uses including the Santa Monica College Bundy Campus. SMC serves about 30,000 students each semester, and more than half of them rely on public transit to arrive on campus. The Bundy Campus supports about fifteen percent of SMC's class offerings at present. Additional future use of the campus site is currently under study to accommodate housing for students who are homeless or at risk of homelessness.

Of great interest is the opportunity for a direct connection between UCLA and the Bundy Campus. One in thirteen of upper division UCLA students are transfers from Santa Monica College. This transit project would be quite beneficial for SMC students and staff.

We also note that in the future, when the Santa Monica Airport closes in 2028, the Airport site is envisioned to be transformed into a large regional park, with the potential for some associated development if approved by the community. This new park will represent a strong regional draw, especially when coupled with the existing land uses.

If not feasible to accommodate this station at the present, we hope that future extensions of this project will include the requested station.

Please let me know if I can provide any further information.

Sincerely,

Don Girard

Don Girard
Senior Director, Government Relations and Institutional Communications
(310) 434-4287 office • (310) 261-2286 mobile

SANTA MONICA MOUNTAINS CONSERVANCY
KING GILLETTE RANCH
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February 28, 2022

Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, California 90012

Via e-mail: tosepulvedatransit@metro.net

Notice of Preparation Comments – Sepulveda Transit Corridor Project

Dear Mr. Carter:

The Santa Monica Mountains Conservancy (Conservancy) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Metro Sepulveda Transit Corridor Project (Project) proposed by the Los Angeles County Metropolitan Transportation Authority (LACMTA).

The Conservancy was established in 1980 by the California State Legislature (Public Resources Code § 33200 *et seq.*), and in 2021 the California Attorney General recognized the Conservancy as a Trustee Agency under the California Environmental Quality Act (CEQA) with jurisdiction over natural resources throughout the Santa Monica Mountains Zone.

The proposed Project would construct and operate a fixed guideway public transportation line from a station near the Van Nuys Metrolink/Amtrak Station southerly across the Santa Monica Mountains to a connection with LACMTA's Metro E Line. This proposed Project currently has six alternatives, not including the "No Build" alternative, that site the public transportation line in the vicinity of the Sepulveda Pass/Interstate 405 (I-405) corridor.

The Sepulveda Pass/I-405 corridor divides the Santa Monica Mountains into western and eastern sections and represents the largest barrier to wildlife movement between these divided sections. Because the Project (specifically Alternatives 1, 2, and 3) would introduce additional barriers to mountain lion (*Puma concolor*) and other mammal species movement in the Sepulveda Pass/I-405 corridor, the Project would decrease the viability of large mammal sub-populations on both sides of the freeway.

The California Fish and Game Commission is currently reviewing a petition to list Southern California/Central Coast Evolutionary Significant Unit of mountain lion as threatened under the California Endangered Species Act (CESA). While under review, mountain lions in the Project's Study Area are granted full protection of a threatened species under CESA.

Thus, the Conservancy recommends LACMTA incorporate a wildlife crossing structure over the 405 freeway and Sepulveda Boulevard into the analysis for all proposed Alternatives. For Alternatives 1, 2, and 3, a wildlife crossing structure would help minimize adverse Project impacts to habitat connectivity in the Santa Monica Mountains. For Alternatives 4, 5, and 6, a wildlife crossing structure would help mitigate for the existing intra-mountain range movement barriers posed by the freeway and Sepulveda Boulevard.

The DEIR must also analyze how the Project alternatives would affect the existing wildlife freeway crossings at the Center Drive Bridge (including consideration of adding a Sepulveda Boulevard overpass), the Sepulveda Boulevard underpass, the Bel Air Crest Road underpass, and the Mulholland Drive overpass. Because future transportation projects may further degrade habitat connectivity, the only permanent solution to habitat connectivity on both sides of the 405 freeway is a dedicated wildlife crossing structure over the both the freeway and Sepulveda Boulevard. The Mountains Recreation and Conservation Authority holds a large open space easement on the west side of the freeway. Where this easement contacts Sepulveda Boulevard, directly across the freeway is a large open space holding owned by the Santa Monica Mountains Conservancy. This open space contact zone currently appears to be the consensus area for a new wildlife overpass.

To further minimize impacts to natural resources of the Santa Monica Mountains, the Conservancy also recommends LACMTA prepare a monorail Alternative that results in no net expansion of the Sepulveda Pass/I-405 corridor. This Alternative may require the conversion of motor vehicle lanes to public transportation; however, this outcome would further all goals and objectives outlined in Table 1 of the NOP and should be presented as the most socially, economically, and environmentally responsible alternative.

The Conservancy appreciates the opportunity to provide early comments for this Project and looks forward to further consultation. If you have any questions or concerns

regarding this letter, please contact Paul Edelman, Deputy Director, at edelman@smmc.ca.gov, (310) 589-3200 ext. 128, or at the above letterhead address.

Sincerely,

Linda Parks

LINDA PARKS
Chairperson

South Coast Air Quality Management District

Attached are South Coast AQMD staff's comments on the Notice of Preparation of an Environmental Impact Report for the Sepulveda Transit Corridor Project (South Coast AQMD Control Number: LAC211201-13). Please contact me if you have any questions regarding these comments.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: January 4, 2022

sepulvedatransit@metro.net
Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012-2952

Notice of Preparation of an Environmental Impact Report for the Sepulveda Transit Corridor Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send a copy of the EIR upon its completion and public release directly to South Coast AQMD as copies of the EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA ***operational*** thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan[6], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[7].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC211201-13
Control Number

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[7] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

SCAG
INNOVATING FOR A BETTER TOMORROW

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Sean Ashton, Downey

February 11, 2022

Mr. Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012
Phone: (213) 922-7375
E-mail: sepulvedatransit@metro.net

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project [SCAG NO. IGR10533]

Dear Mr. Carter,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Sepulveda Transit Corridor in Los Angeles County. The proposed project includes the construction of a high-capacity fixed guideway transit option between the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and involves six build alternatives with variations of aerial monorail and partially- and fully-underground heavy rail with different general alignments.

When available, please email environmental documentation to *IGR@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SEPULVEDA TRANSIT CORRIDOR PROJECT [SCAG NO. IGR10533]

CONSISTENCY WITH CONNECT SOCAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

For regionally significant transportation projects, should major project changes (i.e. change in scope, completion year, and/or costs) take place as a result of the environmental review process that are not consistent with the latest RTP/SCS, project sponsors/lead agency should consult with their County Transportation Commission (CTC) to request for SCAG to amend the RTP/SCS to include the latest project information.

The proposed project is currently included in Connect SoCal [RTP ID 1160001]. LA Metro should coordinate with SCAG on any updates to the project scope in the RTP/SCS.

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCAL GOALS	
Goal #1:	*Encourage regional economic prosperity and global competitiveness*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*
Goal #3:	*Enhance the preservation, security, and resilience of the regional transportation system*
Goal #4:	*Increase person and goods movement and travel choices within the transportation system*
Goal #5:	*Reduce greenhouse gas emissions and improve air quality*
Goal #6:	*Support healthy and equitable communities*
Goal #7:	*Adapt to a changing climate and support an integrated regional development pattern and transportation network*
Goal #8:	*Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
Goal #9:	*Encourage development of diverse housing types in areas that are supported by multiple transportation options*
Goal #10:	*Promote conservation of natural and agricultural lands and restoration of habitats*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL GOALS		
	Goal	Analysis
Goal #1:	*Encourage regional economic prosperity and global competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve

Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted County of Los Angeles Forecasts			
	Year 2020	**Year 2030**	**Year 2035**	**Year 2045**	**Year 2020**	**Year 2030**	**Year 2035**	**Year 2045**
Population	19,517,731	20,821,171	21,443,006	22,503,899	10,407,326	10,899,849	11,173,987	11,673,987
Households	6,333,458	6,902,821	7,170,110	7,633,451	3,471,759	3,749,346	3,884,871	4,119,336
Employment	8,695,427	9,303,627	9,566,384	10,048,822	4,838,458	5,059,615	5,171,618	5,382,235

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

METROLINK
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017
metrolinktrains.com

February 4, 2022

Mr. Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, Mail Stop 99-22-6,
Los Angeles, CA 90012

RE: Comments on Sepulveda Transit Corridor Project Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Mr. Carter:

The Southern California Regional Rail Authority (SCRRA) has received and reviewed the Notice of Preparation for Metro Sepulveda Transit Corridor Project Notice of Preparation of a Draft Environmental Impact Report (DEIR). We appreciate the opportunity to share the issues of concern to SCRRA that will need to be explored in the DEIR. SCRRA will continue to work collaboratively with Metro to ensure our areas of concern are adequately addressed for this and all subsequent EIR documents.

We support the potential for the concepts you are studying to link Metro and Metrolink systems to major employment centers and destinations, providing more incentives for travelers to use public transit. Our comments are intended to encourage deeper integration and connectivity between the Metro and Metrolink systems, particularly at the Metrolink Van Nuys Station.

SCRRA is a regional transportation provider and is very supportive of projects in the region that provide connectivity between Metrolink rail lines and other modes of transportation. We commend the inclusion of connections to Metrolink Van Nuys Station in the route concepts for the proposed Sepulveda Transit Corridor Project. The Metrolink station would link the proposed routes, whether it be monorail or HRT, to Metro train lines, and providing connections to the many cultural, entertainment, shopping, and employment centers in Westwood/UCLA, Santa Monica, and Culver City.

Part of the Metro Sepulveda Transit Corridor alignments being considered parallel the Metrolink Ventura County Line near the Van Nuys Station. As a result, SCRRA has identified the following areas and resources that need to be addressed in the analysis in the DEIR.

1. Traffic Circulation at Metrolink Van Nuys Station — With the north terminus station of the corridor adjacent to Metrolink Van Nuys Station, the DEIR should

study all potential options for parking and how that affects traffic circulation near the Metrolink Van Nuys Station.

2. Impacts to Existing Transit Operations – Metro rail Alternatives 1 to 5 call for a portion of the corridor's north segment to run parallel to Metrolink Ventura County Line (VCL) tracks. The DEIR should clearly state the alignment/design of the corridor and provide a comparison on how the alternatives are able to minimize interference with Metrolink's operation and constraint on future VCL track expansion.

   Furthermore, Alternatives 4, 5, and 6, Metro Maintenance and Service Facility (MSF) HRT vehicles are being considered to be located near the Metrolink VCL track, east of the Van Nuys Metrolink Station. The DEIR should clearly evaluate the location and the design of the MSF such that any MSF proposal will not interfere with Metrolink's operation and/or impact future VCL track and capacity expansion

3. Pedestrian Circulation, both in terms of safety and service effectiveness – The DEIR should provide clear state what provisions for passenger transferring between Metrolink and Metro stations.

Thank you again for providing us with the opportunity to comment on the NOP of DEIR. We look forward to our continued participation in this important transportation project that will provide many regional benefits. Should you have any questions, please feel free to contact Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,

Arnold Hackett

Arnold Hackett
Interim Chief Strategy Officer

UCLA Administration

Office of the Vice Chancellor
2211 Murphy Hall
Box 951405
Los Angeles, CA 90095-1405

February 10, 2022

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

Submitted Electronically

RE: UCLA Formal Comments on the Sepulveda Transit Corridor Project during Public Scoping Period

Dear Mr. Carter:

The University of California, Los Angeles (UCLA) appreciates the opportunity to provide comments on Metro's Sepulveda Transit Corridor (STC) project under the current scoping process. As a Trustee Agency for the STC project, the University actively participates in Metro's planning process. While other UCLA entities and stakeholders may submit separate feedback, this correspondence represents UCLA's formal comments under the STC scoping process.

UCLA ardently supports smart construction of the STC to better connect the Westside and the San Fernando Valley as well as other Metro lines across the metropolitan area. The completion of this critical project will improve quality of life throughout the L.A. region. Proper construction of the STC will provide much-needed and improved transit options to ensure Angelenos can access major employment, educational and cultural centers across Los Angeles. Therefore, UCLA strongly opposes Alternatives 1 and 2, and has grave concerns about Alternative 3 as currently presented. Alternatives 4, 5, and 6 are each significantly better for the Los Angeles region as a whole.

The STC not only will be one of the largest and most significant public works projects in the history of Los Angeles – and the nation – it is a once-in-a-lifetime opportunity to dramatically improve one of the worst traffic bottlenecks in the world. Therefore, we must get it right.

UCLA PREFERENCES AND CONCERNS REGARDING THE SIX PROJECT ALTERNATIVES

In reviewing Metro's six project alternatives, UCLA has outlined below preferences as well as concerns for several of the options. These comments focus less on the technology or mode (i.e.,

monorail versus heavy rail transit) and rather on how the alternatives are designed and expected to perform. UCLA's comments are guided by the following principle:

> Investing resources in a project as significant as the Sepulveda Transit Corridor must result in a system that enhances equity by transporting people directly to the places they need to go and that connects as seamlessly as possible with the existing rapid transit network, and does this while minimizing the impacts of operations on the neighborhoods through which it runs.

Building on our guiding principle, UCLA firmly believes that a successful Sepulveda Transit Corridor Metro line must include a station on the UCLA campus and a seamless connection to the Wilshire/Westwood Purple/D Line station. UCLA must be more readily and easily accessible to our Los Angeles community. As the region's premier public research university, including an exceptional medical center and the number one rated hospital in California, UCLA is also the third largest employer in L.A. County with a daytime population of over 84,000 students, faculty, staff, patients, and visitors. The campus is similar in size to the central business district of large U.S. cities. As a much-desired destination for the tens of thousands of Angelenos who are students, employees, patients and others, the university warrants an on-campus Metro station. Any STC proposal (such as Alternative 1 or 2) that relies on a shuttle to reach the campus would not attract maximum ridership potential and is destined to fail.

Alternative 1, which would create a monorail station on the west side of the 405 freeway and then connect to UCLA via a surface street shuttle bus, would so substantially increase the time it would take to travel from Van Nuys to campus that it would significantly decrease the incentive to use this transit option. As anyone who travels the streets of Westwood during rush hour knows, surface transportation is extremely slow. Taking a shuttle bus in mixed flow traffic could add 20 to 30 minutes (including transfers) to the time it would take to get from the Valley. Additionally, Alternative 1 does not provide a connection to the Wilshire/Westwood Purple/D Line station. **UCLA strongly opposes Alternative 1.**

Alternative 2, which would create a monorail station on the south side of Wilshire Boulevard at Veteran Avenue from which riders would cross a pedestrian bridge to connect to UCLA via an above-ground people mover, presents both similar and additional negative issues. While an above-ground people mover would, in theory, reduce the amount of time to get from the Wilshire station to campus, it still would add at least 10 to 15 minutes to travel time, reducing incentive to use it. Even worse, many stakeholders (including UCLA) would strongly oppose the construction, operational, and aesthetic impacts that such a people mover would have on the local community. Further, Alternative 2 assumes use of UCLA property for the automated people mover station, access to federal land on the south side of Wilshire, and the placement of a maintenance station in the vicinity. These presumptions have not been vetted or cleared

and are potentially insurmountable. Alternative 2 also fails to provide a seamless connection to the Wilshire/Westwood Purple/D Line station. **UCLA strongly opposes Alternative 2.**

Alternative 3 would tunnel from the proposed Getty Center station to a UCLA station, then surface south of campus and proceed via an aerial route to the corner of Wilshire and Veteran before crossing Wilshire and making its way back to the 405. While UCLA appreciates the effort to create an underground station on campus, Alternative 3 in its current form is also unacceptable.

First, the aerial portion of the route assumes that UCLA's Lot 36 at the corner of Wilshire and Veteran would be available for a large, above-ground monorail station. Such a station is in fact incompatible with UCLA's plans for the site. Second, the location of the station prevents a direct connection to the Purple/D Line Westwood Station and would require riders to exit one station, walk some distance along Westwood Blvd, and enter another station to connect from the STC Line to the Purple/D Line and vice versa. It is also unclear if the proposed aerial routes across Wilshire, through the Federal Building property, and back up to the 405 right-of-way would be viable and permissible. **Unless Alternative 3 is significantly amended** so that the route runs underground all the way from the Getty Center through UCLA and back to the 405 *and* provides a direct connection to the Purple/D Line Westwood station, **UCLA would oppose this option**.

The Alternatives 1-3 have other issues of concern not directly related to UCLA. These include stations that do not directly connect with other Metro rapid transit stations, the questionable policy of building another freeway-running transit line, and whether it is even safe to build and run such a line along the highly congested 405 corridor through the Sepulveda Pass.
As for Alternatives 4, 5, and 6, UCLA considers these to be consistent with its guiding principle. These three alternatives all provide an on-campus UCLA station as well as a direct connection to the Purple/D Line Wilshire/Westwood station and other rapid transit lines. They provide a one-seat ride to UCLA.

Accordingly, Alternatives 4, 5, and 6 have the greatest potential to attract riders from automobiles to rapid transit. By connecting riders seamlessly to other Metro lines, including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, in addition to Metrolink lines that connect to these Metro lines, these alternatives would provide easier and faster access to UCLA for Angelenos from areas far beyond the Westwood and West Los Angeles communities surrounding the campus and resolve current shortcomings of those lines with indirect access to UCLA.

Additionally, Alternatives 5 and 6 would especially minimize impacts on the communities through which they run.

ISSUES THAT METRO MUST ADDRESS DURING THE SCOPING PROCESS

Metro's goals and objectives for the STC are sound and UCLA addresses them throughout this comment letter. To highlight some specific alignments with Metro's goals and objectives for the STC, UCLA strongly recommends that Metro incorporate in its Environmental Impact Report (EIR) a rigorous accounting for the following topics.

1. **Equity and Access (STC Goal "Improve Accessibility and Promote Equity")**

   Approximately 30% of UCLA students are the first in their families to attend college, and almost 50% of UCLA undergraduate students are on some form of financial aid, qualifying based on household income level. For a variety of reasons, many of these students do not live on the Westside and must commute to UCLA for their classes and other activities.
   In addition to educating a diverse student population, UCLA is the third largest employer in L.A. County, providing tens of thousands of high-quality job opportunities. The university employs not only researchers, doctors, and professors, but also groundskeepers, electricians, food service workers, custodians, administrative staff, bus drivers and others, many of whom live some distance from campus, including in the San Fernando Valley, or the eastern portions of Los Angeles County, and beyond. For many employees in the service sector, mobility costs—both time and money—are a major barrier.

   UCLA requests that Metro analyze transit equity for each alternative: How will each alternative make it easier for as many people as possible to work and be a student at UCLA? How will each alternative impact prospective students from traditionally underserved communities and households?

   There is a deficit of housing equity in Los Angeles, and it is crucial to analyze how the greatest number of Angelenos may benefit or not benefit from whichever alternative is selected. Further, what reparative value does each alternative offer regarding mobility assistance to traditionally underserved employees and students, and their homes? The STC project offers substantial opportunity to remediate some of the past transgressions regarding mobility infrastructure investments. UCLA perceives there to be significant benefit to underserved populations via the provision of a rail connection between the San Fernando Valley and the Westside, and believes that Metro must study the equity impacts thoughtfully and comprehensively. Such analysis is critical and necessary.

   An additional equity matter for Metro to consider is how the different alternatives propose to impact various neighborhoods.

2. **Interconnectivity (STC Goal "Improve Mobility")**

Travel times are a primary metric for travelers and commuters. UCLA requests that Metro analyze ridership estimates and travel time differences between the six alternatives. This analysis should be both broad and granular. It should be broad in the sense that there will be network effects across the county and likely the region. For example, UCLA has conducted travel time analyses of trips originating at each Metro rail station in the system, comparing driving travel times to transit travel times, and found notable impacts deep into the San Gabriel Valley. The granularity comes within the local environs of Westwood, as the substitution of transit for previous driving trips partly depends on travel time, and there are differences in mode choice depending upon the type of connection from the Purple/D Line station that will be at Wilshire/Westwood up to the UCLA main campus. If there is a direct rail connection, ridership from the east will be much higher than if a commuter is required to surface and switch modes to reach UCLA. The STC project should not be studied as a stand-alone investment; interconnectivity to existing transit assets will ensure maximum return on investment (ROI) of the STC project, and Metro's analysis should measure such ROI.

3. **Operational Cost Additions and Other Cost/Benefit Analyses (STC Goal "Provide a Cost-Effective Solution and Minimize Risk")**

Metro should not only calculate or study the cost of the rail line itself, it should also study the cost of providing mobility from the San Fernando Valley to UCLA. For example, for Alternative 1 this involves operational costs related to the bus shuttle operation. These future operational plans were noted by one P3 submittal to include UCLA's BruinBus service as the shuttle provider; UCLA has neither agreed to, nor is in the fiscal position to, provide such service. Any operational cost for the shuttle should be added to the alternative's cost figures for the life of the project whether that be 50 or 100 years, and not assume that a third party would or could cover those costs. Including the capital and operational costs of the shuttle into the alternative's cost structure provides an honest and apples-to-apples comparison to the alternatives which already provide a direct connection to the center of the UCLA campus. Real cost calculations for each alternative must be inclusive of the complete transit promises each alternative proposes.

Additionally, beyond purely monetary concerns, broader societal benefits and costs should be calculated and factored into the EIR. How many riders would use each alternative over the life of the project? Under each alternative, how much time would all projected riders save and how can that be quantified (i.e., human productivity metrics, quality of life)? Broader sustainability benefits and costs, including the benefits and costs to human health, should also be taken into consideration and incorporated

into the EIR.

4. **<u>GHG Reductions (STC Goal "Protect Environmental Resources and Support a Sustainable Transportation System")</u>**

   The state of California has greenhouse gas emission (GHG) reduction goals, as do UCLA, Metro, and L.A. County. Reducing GHG emissions means replacing driving trips with transit trips, and analyses should be undertaken to ascertain which alternative would remove the most metric tons of GHG emissions. To properly complete these calculations, the effort should utilize the most up-to-date data sets for number of employees, students, patients and special generators within the model that will be used to estimate emission reductions. UCLA requests that all GHG emission reduction calculations be transparent and explicit regarding methodology and data sources. UCLA has interest in reviewing all portions of this effort as well as the other metrics and analyses that Metro undertakes as it evaluates the various alternatives.

Besides these recommended, specific analyses for the environmental studies, it is imperative that any related benefit-cost analysis (BCA) determine how to integrate a calculation of transportation insecurity (e.g. via a transportation security index) into the BCA. Too often, social exclusion risk factors disenable travel by low-income individuals, who forego medical appointments and other important services. In general, the University recommends a holistic, modernized approach to the BCA so that all community and regional benefits are captured.

CONCLUSION

In summary, UCLA strongly opposes Alternatives 1 and 2 for the Sepulveda Transit Corridor because they do not include a direct on-campus UCLA station or a direct connection to the Wilshire/Westwood Purple/D Line. Without these two significant elements, the project will not meet its most important objectives. Without a UCLA station, the project will fail to attract its potential ridership or reduce the number of vehicles that could be diverted from local freeways and surface streets. Additionally, without a UCLA station and connection to the Purple Line, the project will fall short of its equity, diversity, and inclusion objectives by significantly increasing travel times to the heart of campus.

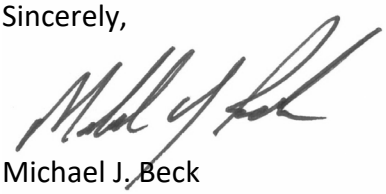
Alternatives 4, 5, and 6, by connecting directly from the San Fernando Valley to the Purple/D Line station at Wilshire and Westwood, would provide optimal levels of connectivity to the most important and busiest activity center along the entire project study area, that is, the UCLA campus. Such connectivity will not only dramatically reduce traffic on local surface streets and freeways, it will improve mobility and accessibility across the greater Los Angeles region. Alternatives 4, 5, and 6 would also significantly increase equity by providing fast and convenient access to UCLA from less affluent areas in L.A. County and beyond for students, employees,

patients, and visitors from such areas. UCLA not only provides the finest public university education in the nation, but its payroll includes high-quality positions at every level.

Finally, Alternative 3, which does provide a direct on-campus station, is problematic in that it does not include a seamless connection to the Wilshire/Westwood Purple/D Line station, assumes use of UCLA property to which the University has not agreed, and may face significant opposition from our neighbors in Westwood Village and the federal government in connection with its elevated portions. UCLA could support Alternative 3 if these issues are resolved.

In sum, the Sepulveda Transit Corridor project presents Metro with a golden opportunity to truly impact congestion in a significant positive way and improve the quality of life for residents of Southern California. But to realize this opportunity, Metro must build a project that maintains its long-term congestion reduction objectives, improvements in equity and access, and minimal operational impacts on neighborhoods. Only the alternatives including an on-campus UCLA station and seamless connection to the Purple/D Line at Wilshire and Westwood can realize this opportunity and meet Metro's own objectives. Los Angeles and her people deserve nothing less. We cannot squander this momentous opportunity. Let's get it right and build a Sepulveda Transit Corridor that works for all of Los Angeles.

Sincerely,

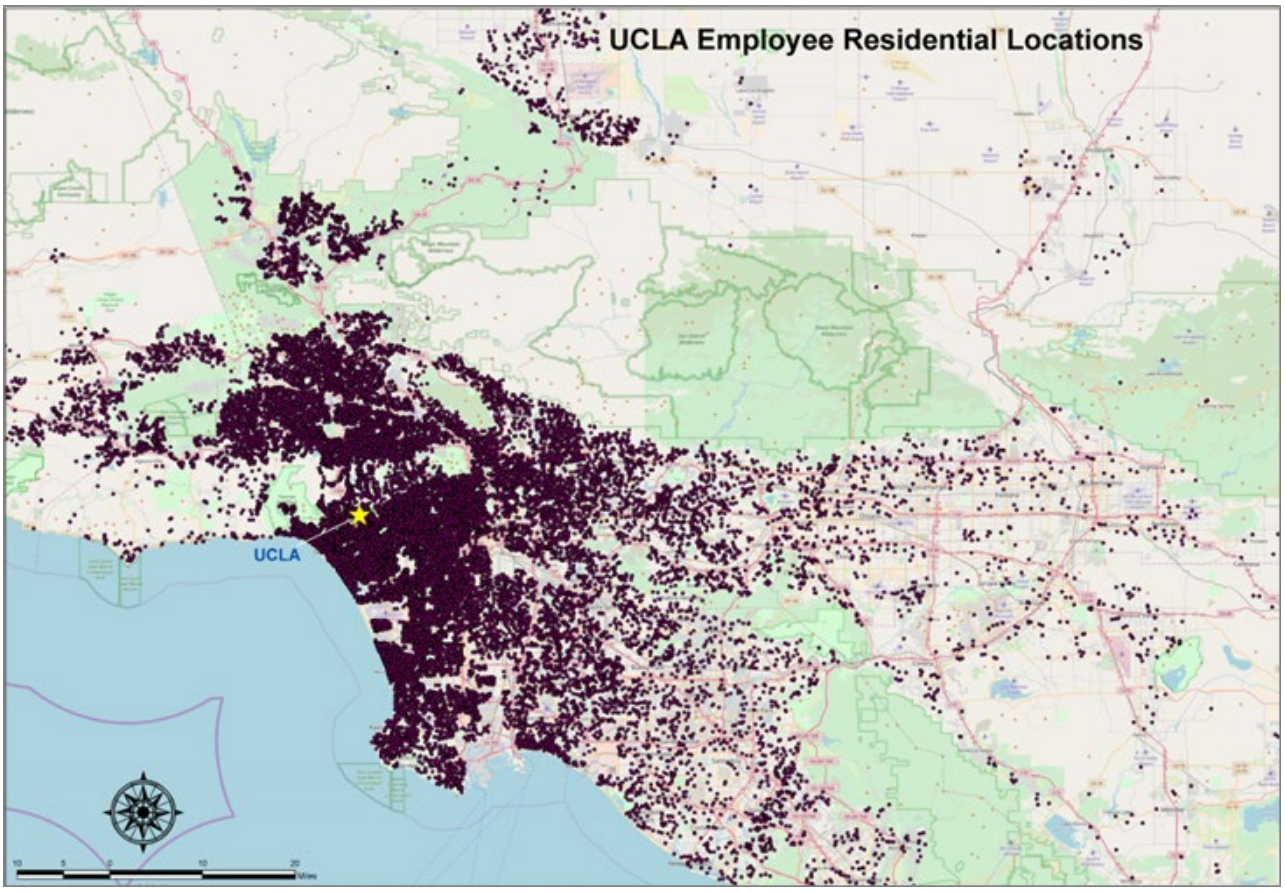


Michael J. Beck
Administrative Vice Chancellor

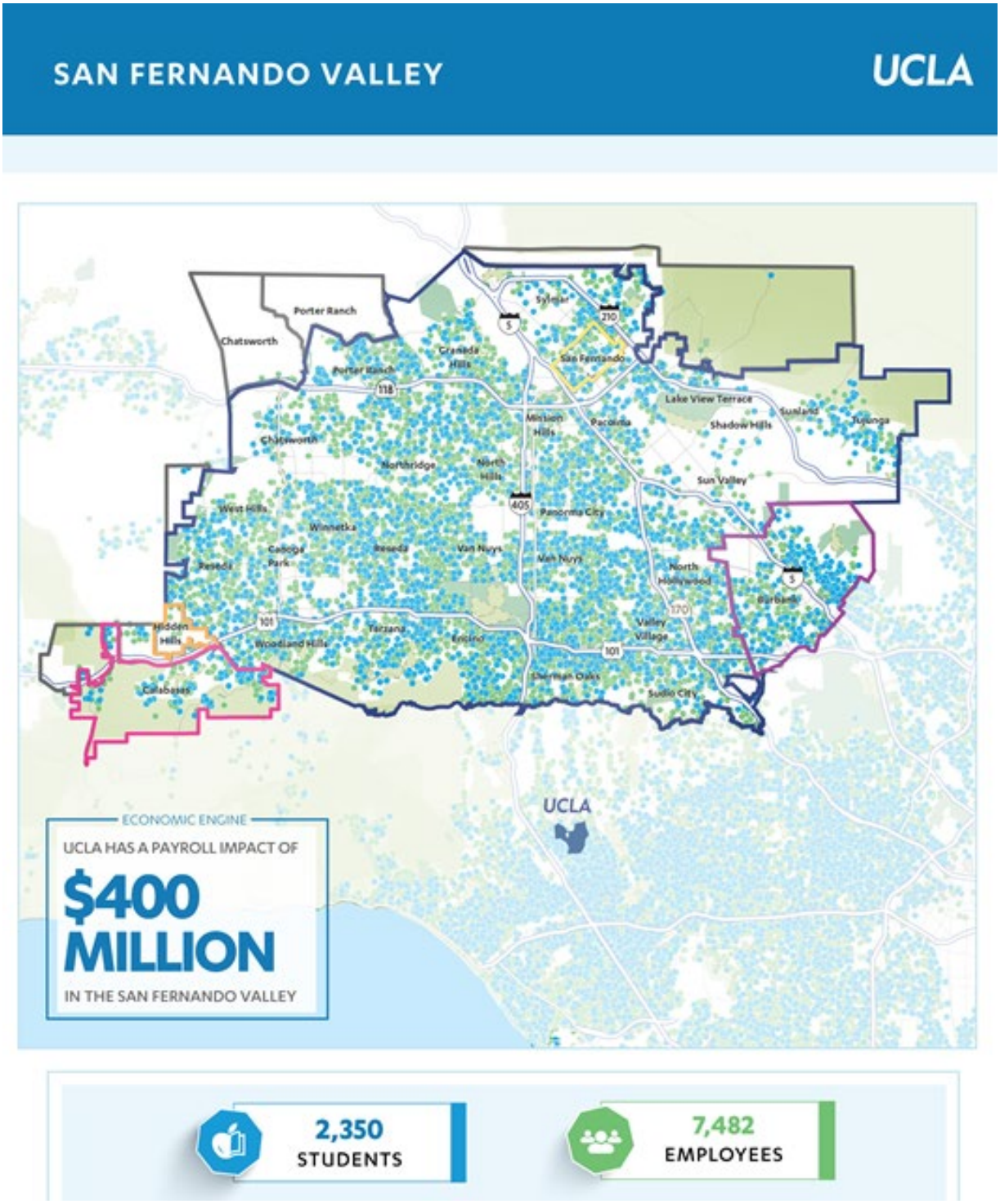
Attachments

Attachment 1: UCLA Employee Residential Locations
Attachment 2: UCLA Bruins in the San Fernando Valley

Attachment 1 – UCLA Employee Residential Locations



Attachment 2 – UCLA Bruins in the San Fernando Valley



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017-3401

February 9, 2022

SUBJECT: USACE Feedback Related to the Proposed Contents of the Upcoming Draft EIR and Issues of Concern for the Sepulveda Transit Corridor Project.

Peter Carter
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012

Dear Mr. Carter:

Thank you for the opportunity to comment on the proposed contents of the upcoming Draft EIR and issues of concern for the Sepulveda Transit Corridor Project. Our comments represent the Los Angeles District of the U.S. Army Corps of Engineers ("Corps") Regulatory Division's and Engineering Divisions' interest in the project. This is pursuant to our regulatory authority promulgated under Section 404 of the Clean Water Act (33 U.S.C. 1344, hereafter Section 404) and Section 14 of the Rivers and Harbors Act (33 U.S.C. 408; hereafter Section 408) and in light of our potential future National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) responsibilities.

Comment 1. Issues of Concern regarding the Sepulveda Dam: All the proposed alternatives except Alternative 6 have the potential to affect the Sepulveda Dam. Sepulveda Dam was built by the Corps to provide flood protection. The Corps owns the property. We reserve some of it for operation of the dam, and lease 1,526.8 acres to the City of Los Angeles for recreational use. Any alignment that intersects with Corps-owned property would likely require an out-grant from our Real Estate Division. Any alignment that has the potential to affect a Corps built facility would likely require permission under Section 408.

Comment 2. Issues of Concern regarding the Los Angeles River Crossing: All the proposed alternatives appear to involve a crossing (aerial or below ground) of the Los Angeles River (LAR). Alternatives 1-3 propose aerial crossings near I-405 at the LAR. Alternative 4 proposes an aerial crossing near Sepulveda Blvd. at the LAR. Alternative 5 proposes a below grade crossing near Sepulveda Blvd. at the LAR. Alternative 6 proposes a below grade crossing near Van Nuys Blvd. at the LAR. The LAR Flood Control Channel was constructed by the Corps and is owned by Los Angeles County, the City of Los Angeles, and private landowners. The section of the LAR upstream from Sepulveda Blvd. (through Sepulveda Basin) was constructed by the Corps more than 50

years ago and is operated and maintained by the Corps. The section between Sepulveda Blvd. and Lankershim Blvd. was constructed by the Corps more than 50 years ago and is operated and maintained by the City of Los Angeles. This LAR from San Pedro Bay to the confluence with Arroyo Calabasas is also a traditionally navigable water under Section 404. Any alternative which has the potential to affect the Corps built channel of LAR (under, over, or through), would likely require permission under Section 408. In addition, any alternative which would involve temporary or permanent discharge of dredged or fill material into the Los Angeles River would likely require a Section 404 permit. Activities which are typically considered a discharge of dredged or fill material include, but are not limited to, temporary construction access ramps, temporary water diversions, trenching, and support piers. Finally, please be aware that the LAR is eligible for listing on the National Register of Historic Places (NRHP) as a linear district.

Comment 3. Issues of Concern regarding the Sepulveda Channel Crossing: All the proposed alternatives appear to involve a crossing (aerial or below ground) of the Sepulveda Channel. Sepulveda Channel was constructed by the Corps and is of historic age. As with the LAR crossings, any alteration which has the potential to affect the Corps built channel, would likely require permission under Section 408.

Comment 4: Proposed Contents of the Upcoming Draft EIR – Waters of the U.S.: To facilitate review of the likely future request for federal action under Section 404, the Corps recommends the LACMTA evaluate the following topics in the Draft EIR as part of the Impact Analysis for each alternative:

1) The nature and degree of effect that the proposed discharge of dredged or fill material will have, individually and cumulatively, on the characteristics of the substrate at the proposed discharge site within waters of the U.S.
2) The nature and degree of effect that the proposed discharge of dredged or fill material into waters of the U.S. will have individually and cumulatively on water, current patterns, circulation including downstream flows, normal water fluctuation, and water chemistry.
3) The nature and degree of effect that the proposed discharge of dredged or fill material will have, individually and cumulatively, in terms of potential changes in the kinds and concentrations of suspended particulate/turbidity in the vicinity of the discharge site within waters of the U.S.

4) The degree to which the material proposed for discharge into waters of the U.S. will introduce, relocate, or increase contaminants.
5) The nature and degree of effect that the proposed discharge of dredged or fill material into waters of the U.S. will have, both individually and cumulatively, on the structure and function of the aquatic ecosystem and organisms.

The Corps encourages LACMTA to coordinate with the Corps early in the process to evaluate the alternatives for potential effects to water resources so we can help identify ways to avoid and minimize, to the maximum extent possible, impacts to waters of the U.S.

Comment 6: Proposed Contents of the Upcoming Draft EIR – Completed Corps Projects: To facilitate review of the likely future request for federal action under Section 408, the Corps recommends the LACMTA evaluate the nature and degree to which each alternative would affect the flood control facilities in the Draft EIR as part of the Impact Analysis. The Corps recommends that such analysis specifically identifies the completed Corps projects as Section 408 facilities, discusses impacts to each such Section 408 facility due to the proposed project, and proposes mitigation measures related to those specific Section 408 facilities. The Corps encourages LACMTA to coordinate with the Corps early in the process with regard to alterations to completed Corps Projects or Corps lands.

Comment 7: Proposed Contents of the Upcoming Draft EIR – Historic Resources: If the Sepulveda Transit Corridor project requires authorization by the Corps, the Corps will be required to comply with federal environmental statutes including NEPA, Section 106 of the NHPA, Section 7 of the Endangered Species Act. To facilitate the environmental review for the likely future federal action, the Corps recommends the LACMTA describe the following topics in the upcoming Draft EIR as part of the environmental setting:

1) The level of significance in American history, architecture, archeology, engineering, and culture of Sepulveda Channel and Sepulveda Dam.
2) The integrity of location, design, setting, materials, workmanship, feeling, and association of Sepulveda Channel and Sepulveda Dam
3) Any association of Sepulveda Channel or Sepulveda Dam with events that have made a significant contribution to the broad patterns of American history, or the lives of persons significant in our past
4) Whether Sepulveda Channel or Sepulveda Dam embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

5) Whether Sepulveda Channel or Sepulveda Dam have yielded, or may be likely to yield, information important in prehistory or history.

The Corps also recommends the LACMTA evaluate the following topics in the upcoming Draft EIR as part of the Impact Analysis for each alternative:

1) How each alternative would alter the characteristics of the Los Angeles River which qualify it as eligible for listing on the NRHP.
2) If Sepulveda Channel or Sepulveda Dam are found to have characteristics which qualify them as eligible for listing on the NRHP, how each alternative would alter the characteristics of the Sepulveda Channel or Sepulveda Dam which qualify it as eligible for listing on the NRHP.

Comment 8: Future Federal Action: If another federal agency is to have a role in funding, approval, or design of the entire project, it would be appropriate for that agency to act as the federal lead agency under NEPA and for the purposes of compliance with Section 106 of the NHPA and Section 7 of the Endangered Species Act. In this event, the Corps should be invited to be a cooperating agency under 40 C.F.R. Part 1501, 50 C.F.R. 401 and 36 C.F.R. 800.2(a)(2). The resource agencies with whom the lead federal agency consults and seeks concurrence, should be informed that the consultations are inclusive of the Corps' federal actions/undertakings and are being carried out by the lead federal agency on our behalf. If the lead federal agency consults under a Memorandum of Agreement (MOA) with SHPO and other parties for NHPA Section 106, then the Corps should be a signatory to the MOA. In addition, the Corps should be given the opportunity to review pertinent biological and cultural resources documents, including draft biological opinions and draft MOAs.

We look forward to continued dialogue and coordination with the Los Angeles County Metropolitan Transportation Authority on this project. If you have any Regulatory-related questions, please contact Lia Protopapadakis at (213) 452-3372 or via email at Lia.Protopapadakis@usace.army.mil; and for any Section 408-related questions, please contact Rafiqual Talukder at (213) 452-3745 or via email at Rafiqul.I.Talukder@usace.army.mil. Once a preferred alternative has been selected, we recommend filling out the permitting inquiries checklist (https://www.spl.usace.army.mil/Missions/Permitting/) to determine the specific permitting requirements of that alternative. Please refer to this letter and Corps File Number SPL-2021-00650-LPF in any correspondence with the Corps regarding the Sepulveda Transit Corridor project.

Sincerely,

Aaron O. Allen, PhD
Chief, North Coast Branch
Regulatory Division

DEPARTMENT OF VETERANS AFFAIRS
Greater Los Angeles Healthcare System
11301 Wilshire Boulevard
Los Angeles, CA 90073

February 22, 2022

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

West Los Angeles
Healthcare Center
11301 Wilshire Boulevard
Los Angeles, CA 90073
(310) 478-3711

RE: Proposed Sepulveda Transit Corridor Project, Scoping Comments

Dear Mr. Carter,

The U.S. Department of Veterans Affairs (VA) appreciates the opportunity to comment on the scoping of the proposed Sepulveda Transit Corridor Project. To minimize/mitigate potential impacts to VA facilities, operations, and Veteran services, VA requests coordination at the planning stage regarding exact locations proposed for new structures/facilities and locations that would be affected by construction activities. VA facilities that are on or near the Sepulveda Transit Corridor study area include:

- West Los Angeles VA Medical Center, 11301 Wilshire Blvd., Los Angeles, CA 90073
- Sepulveda VA Medical Center, 16111 Plummer Street, Sepulveda, CA 91343
- Los Angeles National Cemetery, 950 S. Sepulveda Blvd., Los Angeles, CA 90049
- VA Los Angeles Regional Office, 11000 Wilshire Blvd., Los Angeles, CA 90024

Specific impacts of interest/concern to VA from construction and operation of the Sepulveda Transit Corridor include:

- Adverse impacts to VA operations during construction phases to all resources, particularly those related to local air quality, noise, site access (traffic and parking), utilities service, and historic resources
- Beneficial impacts from transit project operations due to improved access to VA facilities.

VA is interested in remaining engaged and providing input for future California Environmental Quality Act (CEQA) documents associated with this project. Please reach out to me (Alan Trinh, alan.trinh@va.gov, 562-481-5283) for any future coordination or requests for review.

Sincerely,

Alan D. Trinh
168878

Digitally signed by Alan D. Trinh
168878
Date: 2022.02.22 10:05:09 -08'00'

Alan D. Trinh
Chief, Office of Strategic, Facility & Master Planning
VA Greater Los Angeles Healthcare System

cc: Héctor M. Abreu-Cintrón, VA Federal Preservation Officer
Glenn Elliott, Director of Environmental Programs, CFM
Christine Modovsky, Environmental Engineer
Joseph Olson, Environmental Engineer
Benjamin Spivey, Chief, Safety & Emergency Management

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

February 11, 2022

Peter Carter
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Ted Matley
Federal Transit Administration Region 9
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San Francisco, CA 94103-6701

Subject: Notice of Preparation for the Environmental Impact Report for the Sepulveda Transit Corridor Project, Los Angeles County, California

Dear Peter Carter and Ted Matley:

The U.S. Environmental Protection Agency has reviewed the November 30, 2021 notice requesting scoping comments on the Los Angeles Metropolitan Transportation Authority decision to prepare an Environmental Impact Report to comply with the California Environmental Quality Act process for the Sepulveda Transit Corridor project along Interstate 405. The EPA has been informed that the Federal Transit Administration will address the potential need to comply with National Environmental Policy Act, and associated preparation of an Environmental Impact Statement, at some point in the future. Our scoping comments at this time are intended to encourage Metro to incorporate our recommendations at this stage in the environmental planning process to reduce the potential for project delays once the NEPA process is initiated. Our comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Synchronizing NEPA and CEQA

A joint federal and state environmental review process integrating the requirements of the National Environmental Policy Act and the California Environmental Quality Act can avoid redundancy, improve efficiency and interagency cooperation, and be easier for citizens and applicants. The EPA strongly recommends that all NEPA considerations be integrated with the CEQA analysis being initiated regardless of the decision to defer publication of the Notice of Intent to initiate NEPA, especially for a project of this magnitude that is likely to be constructed with some portion of federal funding. The EPA recommends consulting the 2014 Handbook: NEPA and CEQA: Integrating Federal and State Environmental Reviews (2014) [1], developed by the State of California Office of Planning and Research in coordination with the Council on Environmental Quality. While NEPA and CEQA largely follow the same process for determining the need for an Environmental Impact Statement/Environmental Impact Report, or Environmental Assessment/Initial Study, it is recommended that state and federal agencies synchronize the processes so that the public is not presented with multiple commenting periods, and

[1]NEPA and CEQA: Integrating Federal and State Environmental Reviews
https://opr.ca.gov/docs/NEPA_CEQA_Handbook_Feb2014.pdf

decisionmakers have the maximum suite of potential alternatives and project design options to consider without revisiting decisions or eliminated alternatives from completed NEPA or CEQA processes.

We encourage Metro to consider pursuing synchronized CEQA and NEPA processes for the remainder of the environmental analysis process as there is still adequate time to prepare a joint environmental document satisfying both legal requirements. If a joint document cannot be prepared, we strongly recommend Metro and Federal Transit Administration promptly initiate a Planning and Environmental Linkages process (https://www.planning.dot.gov/planning/topic_pel.aspx) to better insure that materials developed for the Draft EIR meet required conditions to be integrated into the subsequent NEPA analyses.

Integration Other Planned Projects

We note the alternatives under consideration include varying means of connecting the University of California, Los Angeles campus to the proposed transit corridor, and there are further concepts about a future connection to Los Angeles Airport. We recommend that the environmental document clearly demonstrate the independent utility of the proposed project within its current geographic limits as it relates to the project's need. If the proposed project's need cannot be met without other planned projects, we recommend that the scope of the analysis be expanded accordingly, so that a full understanding of the environmental impacts of all connected actions is presented in the environmental document (40 CFR 1501.9(e)(1)).

In addition to the Sepulveda Transit Corridor project, Metro is working with Caltrans to modify the I-405 to convert some of the existing general purpose lanes into express lanes. We encourage Metro to consider and explain how any of these modification to the I-405 may inform the Sepulveda Transit Corridor alternatives being considered for the same general project footprint. Consistent with 40 CFR 1502.15, other planned actions should be identified. Describe impacts that could occur later in time or at a distance from the project site and have a reasonably close causal relationship to the proposed action or alternatives, such as any long-term impacts to ecological resources in the project area. Discuss trends and other reasonably foreseeable impacts to resources and values that would potentially be affected by the project. Analyze and disclose the potential for declining trends or other impacts that may be exacerbated by effects from the project and describe their significance. Include a detailed discussion in the environmental document of nearby projects in planning and development for the Sepulveda Corridor.

The EPA recommends that Metro fully analyze the environmental and health impacts related to the siting of maintenance and storage facilities, including noise and air quality impacts. Consider analyzing several optional locations and incorporating community feedback prior to finalizing the siting location.

Air Quality

The project area is currently in nonattainment for ozone and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$). Because of the air basin's nonattainment status, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent possible. Additionally, Executive Order 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crises* (2021), declares that it is essential that agencies capture the full costs of greenhouse gas emissions as accurately as possible, including taking global damages into account. The EPA recommends that the environmental document include the following:

- Provide a detailed discussion of National Ambient Air Quality Standards, ambient air conditions (baseline or existing conditions), and reasonably foreseeable environmental trends and planned actions in the area(s) (40 CFR 1502.15).
- Describe the potential indirect air quality impacts of the project, including effects that are later in time or farther removed in distance from the proposed action or alternatives (40 CFR 1508.1(g)). Include an analysis of potential impacts from the construction of the proposed project, particularly for proposed alternatives that concurrently align with the I-405. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions.
- We note that this planning phase of the proposed transit project would be exempt from Conformity requirements under 40 CFR 93.126, but we encourage Metro and FTA to actively work with the South Coast Air Quality Management District to identify and document air impacts from the proposed transit project, and mitigation measures Metro will commit to.
- There may be a future need to demonstrate emissions from both construction and operational phases of the project conform to the State Implementation Plan and do not cause or contribute to violations of the NAAQS. Continue to coordinate with resource agencies to make that determination as early as possible to alleviate future project delays during the subsequent NEPA process.
- Disclose the health risks associated with construction emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emissions levels.
- Identify any specific actions proposed by Metro to reduce greenhouse gas emissions from the project, including industrial materials re-use, use of low or zero-emissions construction equipment, and station area planning considerations.
- Identify how each alternative has been designed to incorporate zero-emission and electric vehicle technology, alternative fuels, and other clean technology opportunities.
- Include an estimate of the air quality benefits and reduced adverse health effects that would result from each mitigation measure proposed. Identify any specific mitigation measures considered for sensitive populations (e.g., schools, daycare facilities, hospitals, senior centers, etc.).

Construction Emissions

Include in the environmental document a list of all mitigation measures to be implemented as part of the construction emissions mitigation plan developed for the project. We understand that Metro adopted a Green Construction Policy in 2011 to reduce diesel emissions from on- and off-road equipment during construction and development. We encourage Metro to identify construction commitments to meet the objectives of the 2011 Green Construction Policy and any other clean technology commitments and best practices that have been adopted by Metro. In addition to measures necessary to meet all applicable local, state, and federal requirements, the EPA recommends considering the following measures and working with South Coast Air Quality Management District to identify other appropriate mitigation measures to be included in the Construction Emissions Mitigation Plan:

<u>Fugitive Dust Source Controls</u>

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both active and inactive sites during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.

- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls

- Lease or buy newer, cleaner equipment using the best available emissions control technologies.
    - Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations if feasible.
- Prohibit unnecessary idling from heavy equipment.
- Prohibit engine tampering to increase horsepower, except when meeting manufacturer's recommendations.
- Avoid routing truck traffic near sensitive land uses to the fullest extent feasible.

Administrative Controls

- Locate diesel engines, motors, and equipment staging areas as far as possible from residential areas and other sensitive receptors (e.g., schools, daycare centers, hospitals, retirement communities, etc.).
- Consider using lighter-colored pavement where feasible.
- Recycle construction debris to the maximum extent feasible.
- Consider the reuse of industrial materials, where appropriate, in cement and concrete, and warm-mix asphalt paving techniques where feasible.
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking.[2]
- Reduce construction-related trips of workers and equipment, including trucks.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

Environmental Justice

The EPA recommends that the environmental document identify whether the proposed project may disproportionately and adversely affect low income or minority populations in the surrounding area and discuss appropriate mitigation measures for any adverse impacts. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations* (1994), directs federal agencies to pursue environmental justice to the greatest extent possible by identifying and addressing any disproportionately high and adverse human health or environmental effects that the agency's programs, policies, or activities may have on minority and low-income populations.

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (2021), recognizes the climate crisis is profound and directs the federal government to drive assessment, disclosure, and mitigation of climate pollution and climate-related risks. The EO also directs federal agencies to achieve environmental justice as a part of their missions by developing programs, policies, and activities to

[2] Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.

address the disproportionately high and adverse impacts on human health, environmental, climate-related, and other cumulative impacts on these communities, as well as the accompanying economic challenges of such impacts.

The EPA recommends using screening tools, such as EJSCREEN and CalEnviroScreen, to identify potential communities with environmental justice concerns for further focused attention and analysis regarding impacts from the proposed project. We note that environmental justice mapping and screening tools provide consistent datasets and an approach for viewing environmental and demographic indicators in a project location. For example, An EJSCREEN assessment for the proposed project area identified low-income and linguistically-isolated census tracts in the proposed project area, particularly in Panorama City, Van Nuys, the Veterans Affairs Medical Center West Los Angeles, and parts of Palms near Culver City. These locations correlate to environmental indicators such as traffic proximity, and associated diesel emissions and health risks. EPA recommends the following for development of the EJ analysis:

- Consider *Promising Practices for EJ Methodologies in NEPA Reviews* when developing the EJ section of the EIS. *Promising Practices for Environmental Justice Methodologies in NEPA Reviews* (https://www.epa.gov/environmentaljustice /ej-iwg-promising-practices-ej-methodologies-nepa-reviews) is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of environmental justice considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.
- Include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of demographic information.
- Disclose whether the project will result in a disproportionate and adverse impact on minority or low-income populations.
- Discuss potential mitigation measures for any anticipated adverse impacts to community members that could result from the project.
- Include opportunities for incorporating public input to promote context sensitive design, especially in minority and low-income communities.
- Document the process used for community involvement and communication, including all measures to specifically outreach to low-income and minority communities. Include an analysis of results achieved by reaching out to these populations.
- Ensure community engagement for the proposed project is meaningful, particularly for vulnerable communities, and document how community input was integrated into decisionmaking.

Tunneling Impacts

Tunneling has the potential to avoid or minimize significant impacts to habitat, wildlife corridors, surface waters, parklands, and many other resources. The EPA appreciates Metro analysis of potential impact avoidance via tunneling. However, it is critical to ensure that a full suite of resources are evaluated in the analyses of tunnel alternatives, including short and long term impacts to biological species and groundwater. Depending on the height of the water table and the depth of the tunnel, tunneling could potentially require long term pumping at a rate that significantly harms groundwater resources. Drawdown of groundwater resources could then adversely impact surface waters protected under Clean Water Act Section 404. It is critical that such impacts are fully assessed and compared between alternatives. Impacts from the disposal of fill, including transportation hauling and the air

quality impacts, are also important to evaluate when comparing alternatives. The EPA recommends consideration of the following as the analysis advances:

- Discuss the potential impacts of tunneling on hydrology, including the maintenance of stream flows and groundwater. Address the potential for tunneling to affect riparian habitat, direction of lateral movement of water through the soil profile, and recharge of shallow, unconfined aquifers.
- Describe the proposed methodology for tunneling. Include the type of equipment, plans for transportation of tunneling equipment, and plans for storage, transport, and disposal of fill material. Quantify the amount of fill material that would be removed per mile of tunnel and the ultimate disposition of removed fill material.
- Estimate the miles of temporary and permanent access roads for safety and maintenance, as well as the acreages and locations of staging areas, power stations, and supporting features.
- Describe plans for removal and re-vegetation of temporary roads and staging areas.
- Describe the maximum length of tunnels allowed, and ensure that consistent standards are used throughout the HSR system.
- Include an analysis of cost, logistics, and technology for tunneling.

Aquatic Resources

While Metro is not seeking Clean Water Act permitting at this stage in the analysis, it is critical that considerations for future CWA permitting, if applicable, be included in the Draft EIR and analysis of alternatives so that future delays related to CWA considerations can be avoided. The purpose of CWA Section 404 is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by prohibiting avoidable discharges of dredged or fill material, or discharges that would result in significant adverse impacts on the aquatic environment. Fundamental to the CWA Section 404(b)(1) Guidelines is the principle that dredged or fill material cannot be discharged into aquatic ecosystems, unless it can be demonstrated that no other less environmentally damaging practicable alternatives can achieve the applicant's project purpose. We encourage Metro to demonstrate in the Draft EIR, if applicable, that impacts to Waters of the U.S. have been avoided and minimized to the greatest extent possible within all alternatives being analyzed.

- Analyze a range of alternatives that fulfills the requirements of the CWA Section 404(b)(1) Guidelines.
- Assess the permanent and temporary impacts on Waters of the U.S. from all construction-related as well as operations-related activities, and incorporate design measures and modifications to avoid and minimize impacts to water resources.
- Quantify the avoidance benefits achieved by each alternative studied, for example, number of stream crossings avoided, acres of Waters of the U.S. avoided, etc.
- Quantify indirect impacts of all proposed alternatives.
- Demonstrate that all potential impacts to Waters of the U.S. have been avoided and minimized to the maximum extent practicable. If these resources cannot be avoided, the analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands.
- Confirm that no alternatives will further impair water quality.

Habitat Connectivity, Wildlife Movement, and Biological Resources

In the environmental document, analyze the proposed project's impacts to habitat connectivity in the surrounding project area and discuss measures that could mitigate any identified impacts. This is critical given the project location adjacent to the Santa Monica Mountains National Recreation Area. Such measures may include appropriate infrastructure to facilitate wildlife movement across the project area, given the history of known wildlife/transportation conflicts in recent past (mountain lion P-22, tracked by National Park Service).

- If appropriate, include design commitments that: 1) remove barriers to safe wildlife passage; 2) enhance use of identified wildlife corridors; and 3) provide crossings with suitable habitat and topography to accommodate multiple species.
- Include project design commitments to enable wildlife connectively, including types of features and approximate locations.
- Clearly indicate how such commitments will be integrated into project designs and who will have responsibility for building and monitoring crossing structures if built.
- Avoid or minimize impacts to sensitive areas and associated species and evaluate all temporary and permanent impacts from creating new transportation infrastructure, such as potential fragmentation, associated loss of wildlife connectivity, and all effects that may be a result of noise, light, and overhead electrification cables.
- Identify and evaluate where species ranges may be bisected by the transit infrastructure.
- Disclose how fencing the transit route in any part of the new corridor could potentially affect wildlife movement and discuss how fencing for safety purposes will be integrated with proposed wildlife passages, such as culverts, bridges, viaducts, underpasses, and overpasses.
- Identify the connections that would likely remain after construction of the transit infrastructure and highlight these areas as "connectivity zones" for protection and preservation. Identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.
- Work in close coordination with U.S. Fish and Wildlife Service and California Department of Fish and Wildlife to develop appropriate measures to avoid and minimize impacts to all species of special concern. Consider coordination with local experts to explore specific locations in order to ensure a full analysis of sensitive habitat and open space concerns.

Emergency Evacuations

The EPA appreciates the need to plan for potential mass evacuation events in the region surrounding the proposed project corridor. The 2019 Getty Fire is a recent example of a brush fire in the area which prompted evacuations along the 405 freeway. Include in the environmental document details of how the project fits into the larger emergency evacuation plans for the community which resides near or uses the I-405 and how the Transit Corridor operation might be modified during an emergency evacuation.

The EPA appreciates the opportunity to comment on preparation of the EIR and encourage consideration of the above comments in both future EIRs and EISs. it is released for public review, please provide an

electronic copy to me. If you have any questions, please feel free to contact me at (415) 972-3321 or appleton.zac@epa.gov.

Sincerely,

CONNELL DUNNING

Digitally signed by CONNELL DUNNING
Date: 2022.02.11 18:01:42 -08'00'

for Zac Appleton
Environmental Review Branch

cc via email: Ron Kosinski, Caltrans
Carlos Ramirez, Caltrans
Ruby Kwan-Davis, California Department of Fish and Wildlife
Christopher Diel, United States Fish and Wildlife Service
Lijin Sun, South Coast Air Quality Management District

Westside Cities COG

The Westside Cities COG supports a Sepulveda Transit Corridor Project alignment with a station at the UCLA campus and that facilitates a seamless connection to the Metro D Line (Purple).