Appendix V. Public Outreach

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

Spring 2021 Community Update Meeting Summary

Background

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

Goals

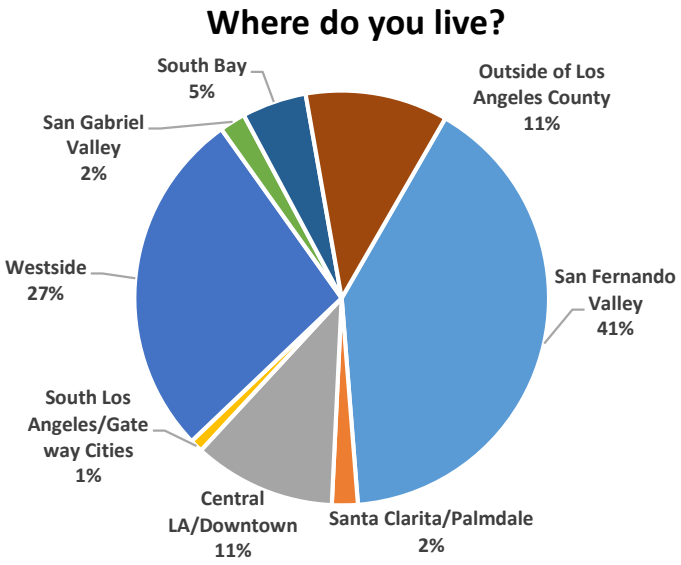
The goals for the meeting were to:

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

Webinar Summary

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

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



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

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

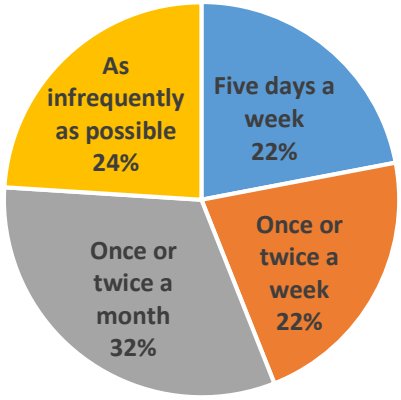
Mr. Carter continued by providing a project overview, explained the project phases and described the purpose and need for the project. Ms. Swift discussed the outreach conducted during the Feasibility Study.

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

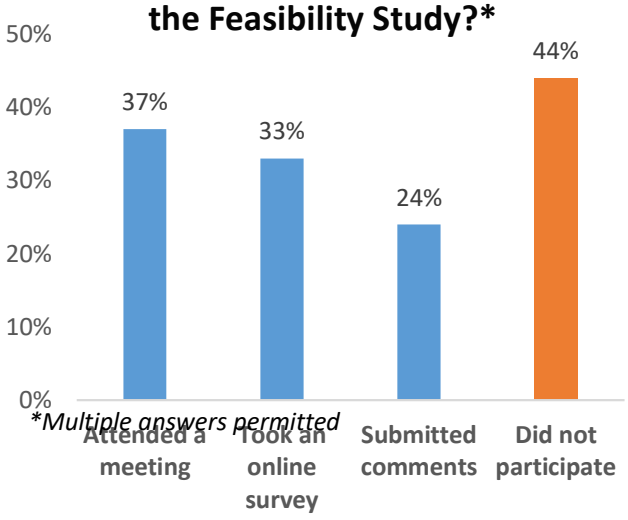
Mr. Carter then described the five alternatives, reviewed the PDA concepts, explained the environmental process and stressed the importance of public participation.

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

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



Did you participate in the Feasibility Study?*



*Multiple answers permitted

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

Q&A Themes*

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

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

Attendance

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

Elected Staff

- Senator Dianne Feinstein
- Congressman Tony Cardenas
- Congressman Ted Lieu
- LA County Supervisor Janice Hahn
- LA County Supervisor Sheila Kuehl
- Council President Nury Martinez
- Councilmember Bob Blumenfield
- Councilmember Mike Bonin
- Councilmember Joe Buscaino
- Councilmember Paul Koretz
- Councilmember Paul Krekorian
- Councilmember Nithya Raman

Agency Staff

- Caltrans
- City of LA (various depts.)
- LA County (various depts.)
- Beverly Hills
- Culver City
- LAWA
- LAUSD
- Port of Los Angeles
- Santa Monica
- Santa Monica-Malibu Unified School District

Key Stakeholders

- The Getty
- John Thomas Dye School
- Sony
- UCLA
- Bel-Air Association
- Bel-Air Beverly Crest NC
- Bel-Air Crest HOA

- Century City Business Improvement District
- Palms NC
- Sherman Oaks HOA
- Sherman Oaks NC
- Westside Community Council
- Westwood South of Santa Monica HOA

Notification

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

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

Next Steps

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

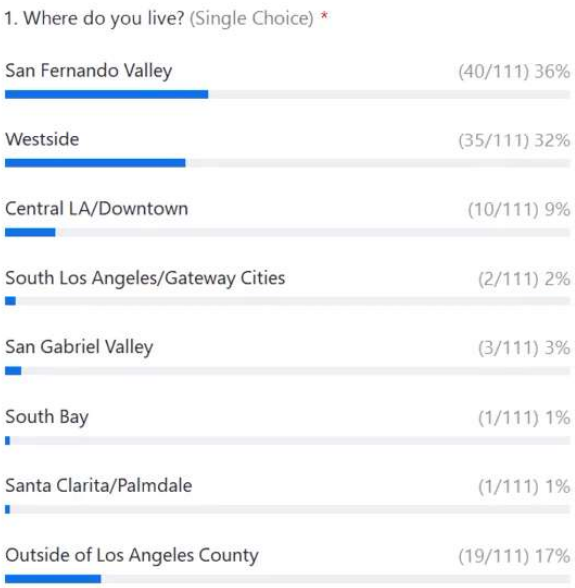
Appendix V-2. Community Update Webinar (October 2021)

Sepulveda Community Update Meeting Summary
Zoom Webinar
October 26, 2021 11:30AM-1:30PM

Attendance	Approximately 188 participants • 181 Online • 7 Call-in
Chat Questions/ 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

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

Poll #1 Results



Poll #2 Results

Q&A Brief Summary:

Themes:

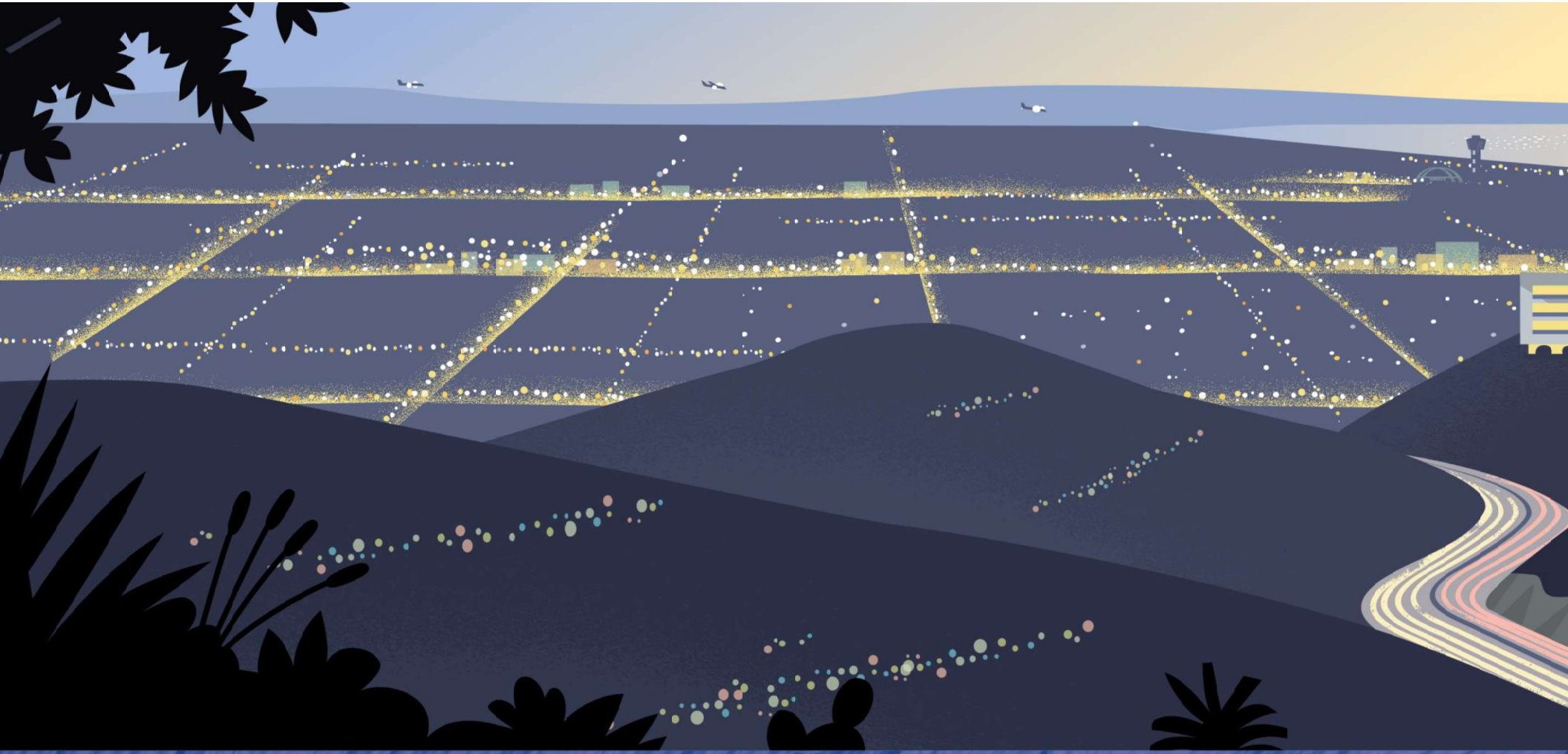
- Impacts along the project alignment (drilling/tunneling, noise, property acquisition)
- Alignment/project alternatives
- Timeframe for completion
- Cost of project
- Environmental process/next steps
- Role of the PDA teams/analysis of PDA alternatives
- Integration and coordination with Metro's operating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

Welcome!

We will begin in a few moments.

Fall Community Update

October 2021



We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

rpretation 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”

usekeeping

y'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.

ngagement Guidelines

etro is committed to ensuring that all rticipants can fairly and clearly share eas, comments and concerns about is project. To provide a safe and uitable process, we are asking for ur 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

ounted Fares/LIFE Program

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

ounted Prices

months of half price passes for all riders!

ay, 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.

e fares will be available on TAP vending machines, taptogo.net and at Metro Customer Centers for purchase beginning Dec. 15 until 2022.

-Income Fare Is Easy (LIFE) Program

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

oom Poll #1

here 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

oom Poll #2

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

Attended a meeting

Took an online survey

Submitted comments

Did not participate

Metro

anks for joining us!

enda

30am	Welcome
35am	Project Overview
00pm	Environmental Process
15pm	Q&A
5pm	Wrap-up

Metro

ay'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.

ro

plan weaves efforts across four areas

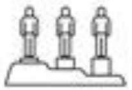
Better Transit

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

s project works to improve public transit

Better Transit	Less Congestion	Complete Streets	Access to Opportunity
nsit Projects	*Roadway Improvements*	*Bike and Pedestrian Projects*	*Workforce Initiative*
s Improvements	*Congestion Management*	*Local Street Improvements*	*Support for Local Businesses*
w Mobility Options	*Improved and Efficient Goods Movement*	*Station and Stop Access Enhancements*	*Transit-oriented Communities*

Metro

earby Projects

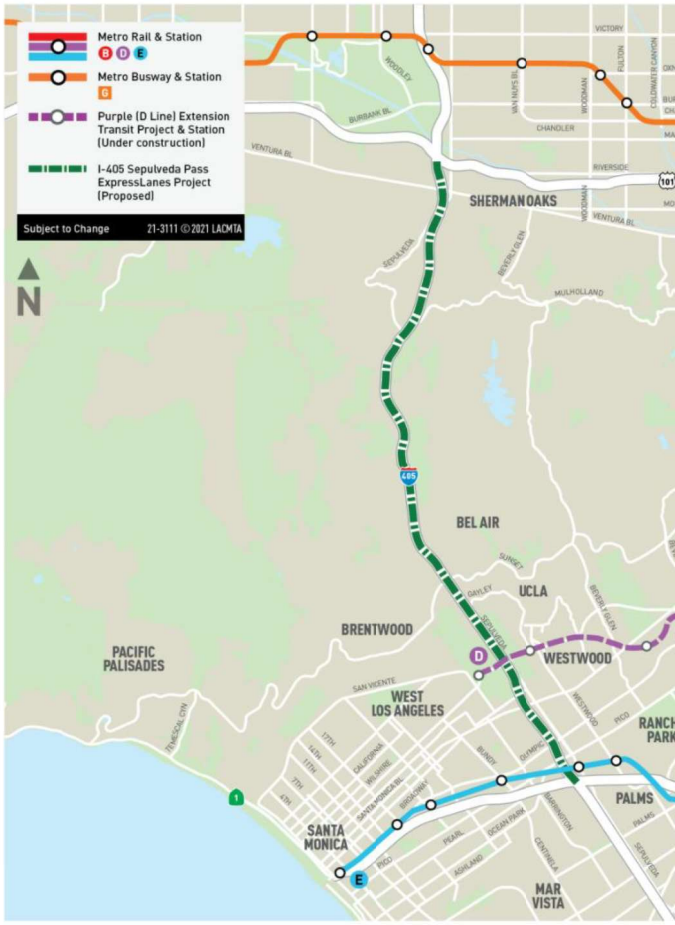
tro is evaluating a variety of projects that could offer a range multimodal mobility options to address existing and future nsportation needs

rby and future proposed projects are independent of the ulveda Transit Corridor Project, including:

- D Line (Purple) Extension Transit Project
- I-405 Sepulveda Pass ExpressLanes
- I-405 Comprehensive Multimodal Corridor Plan
- Traffic Reduction Study

n project will undergo its own environmental clearance /or planning process

tro will continue to coordinate across all project efforts

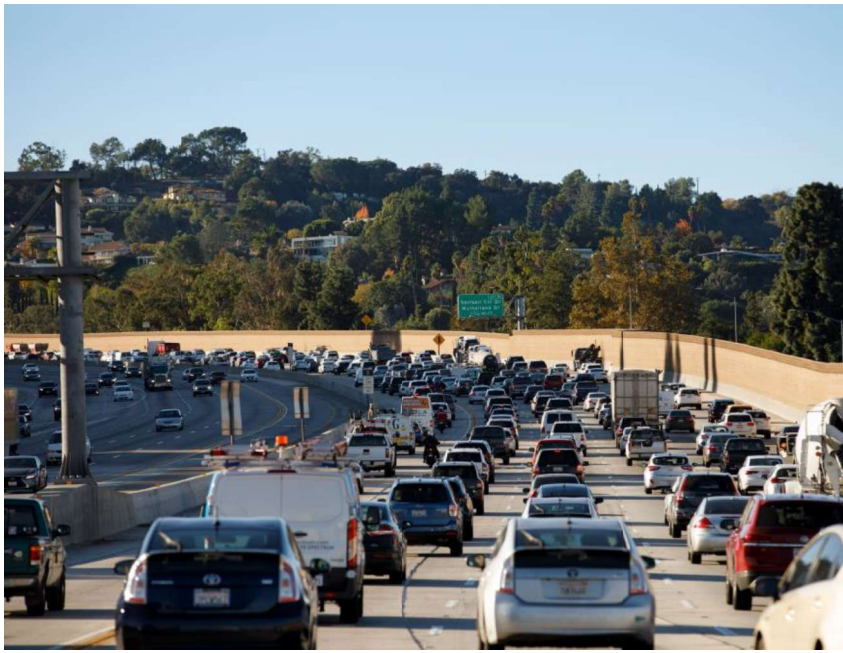


I-405 Sepulveda Pass ExpressLanes Map

Metro

oject Overview

his project will study alternatives to provide **igh-quality transit service** that effectively serves **large and growing travel market** between the an Fernando Valley and the Westside



or transit to be a **competitive travel option** that ttracts new riders, there is a need to **increase he speed, frequency, capacity and reliability of ransit service,** and provide **convenient onnections** to existing and planned transit orridors

Metro

oject Background

016: The Project is funded in part by Measure M, the transportation sales tax approved by ercent 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

017-2019: Staff conducted the Sepulveda Transit Corridor Feasibility Study, concluding wit ternatives identified for further study

e-Development Agreements (PDA)

he geography and existing built environment make project design and construction
hallenging

arly contractor involvement will facilitate innovative and affordable transit solution

DA assures proposed solutions are cost-effective over the life of the project

evelopment and construction schedule acceleration

DA Teams – Status Update

- **July 2019:** Board approved PDA approach to award up to two contracts for differen 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

A Management

Mode: Monorail

Mode: Heavy Rail

etro

A Management

ach of the selected PDA teams are developing transit solution concepts in fferent modes

DA teams are advancing the designs and engineering for their proposed oncepts

DA alternatives will be analyzed as part of the environmental process by Me

etro

oject Schedule

Early Planning and Procurement

021

conducts Feasibility
f transit service between
rnando Valley and LAX.

ssues requests for
als and selects contractors
ronmental, outreach,
to two Pre-Development
nent (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-Privat Partnership

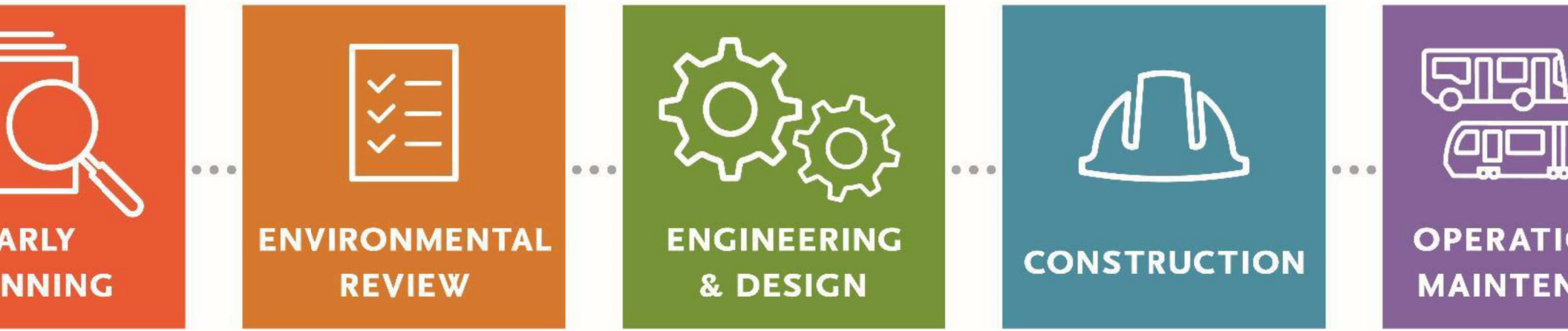
2025

Metro issues request f
proposal for LPA deliv

Metro

oject Phase

WE ARE HERE



Metro

ublic Participation in Environmental Review

nvironmental review begins with scoping, November 30, 2021 to
bruary 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

&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

y connected to this project.

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

losangelesmetro

róxima parada: exploración de alternativas a la 40
PROYECTO DE CORREDOR DE TRANSPORTE DE SEPÚLVEDA
Bienvenida – Comenzaremos en Breve
etro

cceder 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

eglas para la Reunión

eunión de hoy se está grabando.

Los videos de los asistentes están apagados y los micrófonos están e 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

rectrices de Participación

tro se compromete a asegurar que os los participantes puedan compartir as, comentarios e inquietudes sobre e proyecto de manera justa y clara. a brindar un proceso seguro y itativo, estamos solicitando su da.

Durante esta reunión, por favor:

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

Metro

cuentos a Tarifas/Programa LIFE

obro del pasaje se reanuda en el sistema de autobuses Metro el 10 de ene

cuentos a Tarifas

eses de pases a medio precio para todos los demás pasajeros!

a, 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.

as nuevas tarifas estarán disponibles en las máquinas expendedoras de tarjetas TAP, taptogo.net y en los centro de atención al clien
tro y estarán disponibles para su compra a partir del 15 de diciembre hasta el 20 de julio de 2022.

grama LIFE (tarifas para personas de bajos ingresos)

eses 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

uesta de Zoom #1

onde 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

uesta de Zoom #2

rticipó en el estudio de viabilidad o en la reunion unio 2021? ***(Múltiples respuestas aceptadas)***

Asistió a una reunión

Realizó una encuesta en línea

Envió comentarios

No participó

Metro

racias por Acompañarnos!

enda

30 am	Bienvenidos
35 am	Descripción General del Proyecto
00 pm	Proceso Ambiental
15 pm	Preguntas y Respuestas
5 pm	Cierre de la Reunión

Metro

entes el Día de Hoy

er Carter
neación y Desarrollo en
o el Condado

Kavita Mehta
Administración del Programa

Karen Swift
Relaciones Comunitarias

Matthew Marquez
Relaciones Comunitaria

Metro

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

ro

uestro Plan Teje Esfuerzos en Cuatro Áreas

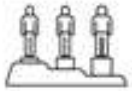
Mejor Tránsito

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

e Proyecto Trabaja para Mejorar el Transporte Público

Mejor Tránsito

oyectos de Tránsito

ejoras de Autobús

eva Opciones de ovilidad

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

Apoyo a la empresas Locales

Comunidades orient Tránsito

Metro

oyectos Cercanos

tro está evaluando varios proyectos que podrían ofrecer ersas opciones de movilidad multimodal para abordar las esidades de transporte actuales y futuras.

proyectos cercanos y los proyectos futuros propuestos son ependientes del Proyecto del Corredor de Transporte de ulveda, 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

a proyecto se someterá a su propia autorización ambiental y/o ceso de planeación

ro continuará coordinando todas las actividades del proyecto

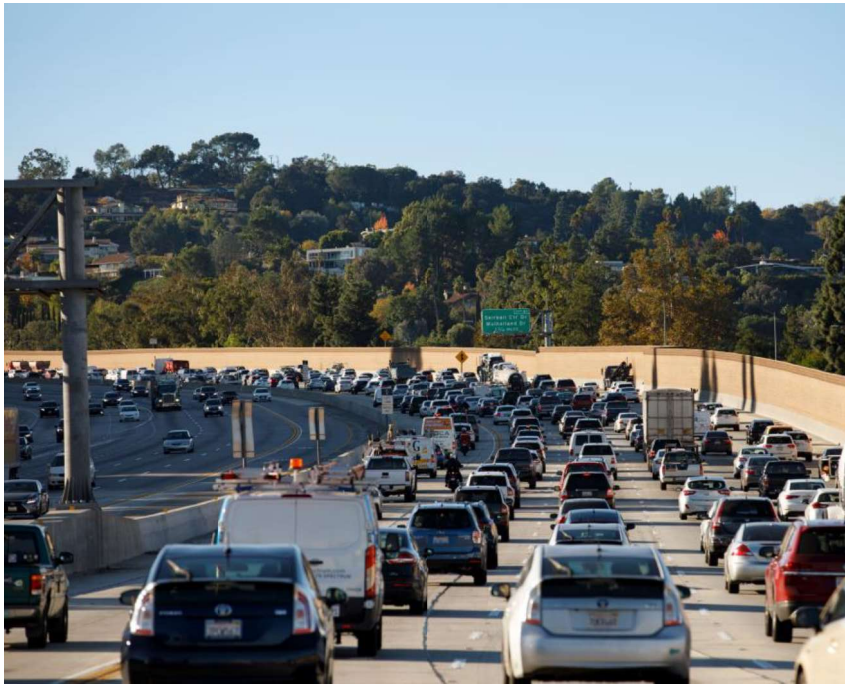
Mapa de Carriles Exprés de la I-405 Sepulveda

Metro

escripción General del Proyecto

ste proyecto analizará alternativas para brindar **un ervicio de transporte de alta calidad** que pueda ervir de manera eficaz a un **mercado de viajes rande y en crecimiento** entre San Fernando Valley y Vestside

ara que el transporte sea un **opción de viaje ompetitiva** que atraiga a nuevos pasajeros, es ecesario **aumentar la velocidad, frecuencia, apacidad y confiabilidad del servicio de transporte,** brindar **conexiones convenientes** a los corredores e transporte existentes y planeados



Metro

ntecedentes del proyecto

016: El proyecto está financiado en parte por la Medida M, el impuesto sobre las ventas d
nsporte 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
  federales
  - $5.7 mil millones para el segmento de Valley-Westside que actualmente se encuentra baj
    estudio
  - $3.8 mil millones para el futuro segmento de Westside-LAX

017-2019: El personal realizó el estudio de viabilidad del Corredor de Tránsito de Sepúlved
oncluyó con las alternativas identificadas para un estudio posterior.

Metro

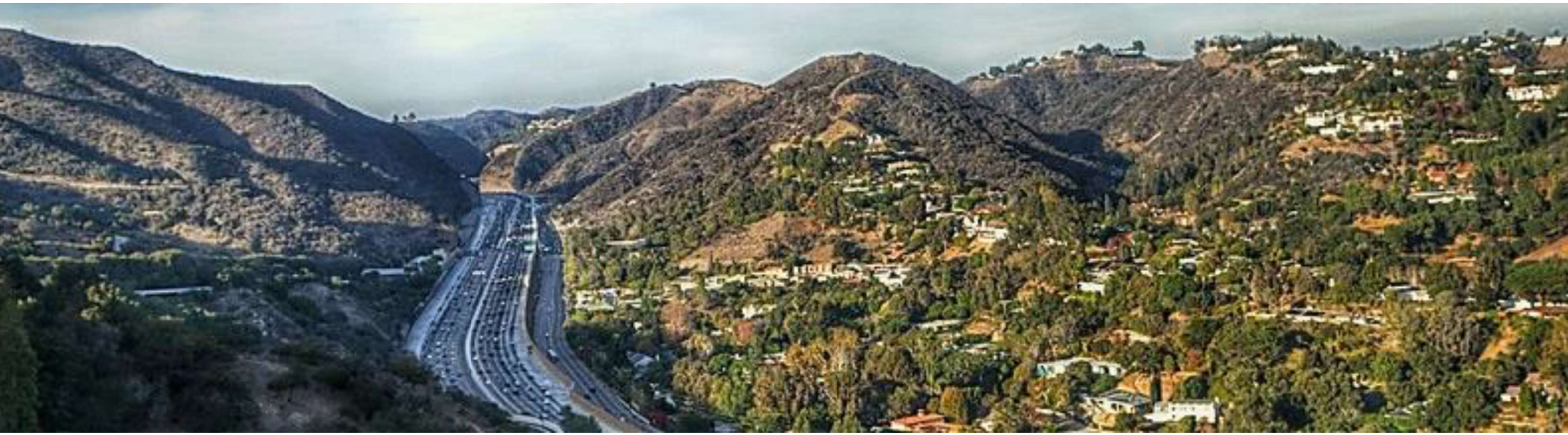
cuerdos Previos al Desarrollo (PDA)

geografía y el entorno construido existente hacen que el diseño y la construcción de
oyecto sean un desafío

participación temprana del contratista facilitará soluciones de transporte innovadora
equibles

s PDA aseguran que las soluciones propuestas sean rentables durante toda la vida de
oyecto

celeración del calendario de desarrollo y construcción



quipos PDA - Actualización del Estatus

- **Julio de 2019:** La Junta aprobó el enfoque del PDA para adjudicar hasta dos con 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 Propu
- **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 tecnología ferroviaria pesada
- **Agosto de 2021:** Aviso para Proceder a los dos equipos PDA

Metro

ninistración de los PDA

Metro

LA SKYRAIL EXPRESS™

>Modo: Monorriel

Sepulveda Transit Corridor Partners

> Modo: Ferrocarril Pesado

etro

ninistración de los PDA

Cada uno de los equipos PDA seleccionados están diseñando conceptos
soluciones de transporte en diferentes modos

Los equipos PDA están avanzando en los diseños e ingeniería de sus
nceptos propuestos

Las alternativas de los equipos PDA serán analizadas como parte del
oceso ambiental por Metro

etro

onograma del Proyecto

Planificación Temprana y Adquisiciones

Acuerdo Previo al Desarrollo y Revisión Ambiental

Asociación Público-Priva

021

ealiza un Estudio de
ad del servicio de transporte
an Fernando Valley y LAX.

emite solicitudes de
stas y selecciona contratistas
tales y de alcance y hasta dos
del Acuerdo Previo al
llo (PDA).

2021-2025

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

Metro realiza los estudios ambientales estatales y federales.

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

Metro identifica una alternativa preferida localmente (LPA).

Ingeniería para los avances de la LPA.

2025

Metro emite una solicitu
propuesta P3 para la ent
de la LPA.

Metro

se del Proyecto

ESTAMOS AQUI

EACIÓN
IPRANA

REVISIÓN AMBIENTAL

INGENIERÍA Y DISEÑO

CONSTRUCCIÓN

OPERACIO
MANTENIN

Metro

rticipación Pública en la Revisión Ambiental

revisión ambiental comienza con la determinación del alcance el 30 oviembre de 2021 hasta el 11 de febrero de 2022

- Descripciones de las alternativas
- Mapas y cronograma
- Objetivos del proyecto

rante 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

eguntas 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

anténgase en Contacto

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

losangelesmetro

Metro

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

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

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

Poll Results

Where do you live (Single Choice)

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

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

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

Q&A/Comment Brief Summary

Topic/Themes/Issues:

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

Welcome!

We will begin in a few moments.

Community Update Meeting

June 2022

tro Announcement: Discounted Fares & LIFE Program

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

scounts on passes for all riders through July 20, 2022

Day, 7-Day and 30-Day passes

- $3.50 for a day pass
- $12.50 for a weekly pass
- $50 for a 30-day pass

scount fares will be available for purchase on TAP vending machines, *taptogo.net* and at Metro Customer Cen

come Fare Is Easy (LIFE) Program discounts through July 20, 2022

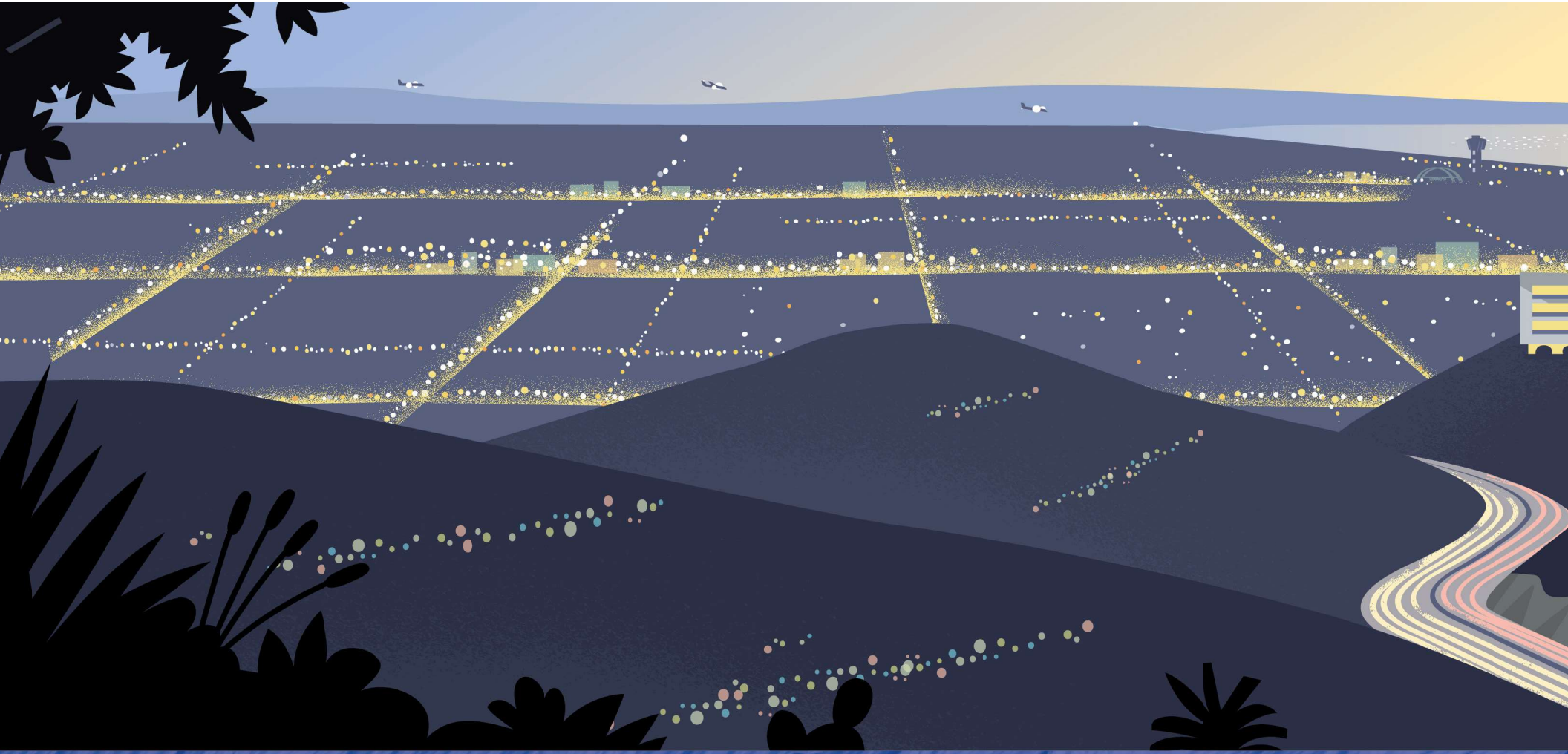
w LIFE riders receive 90 days of free rides

Day and 30-Day passes

- $26 for a 30-day pass (regularly $76)
- $6.50 for a 7-day pass (regularly $19.50).

sign up for the LIFE Program, visit [*metro.net/life*](metro.net/life)

etro



We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

rpretation Available

Via Zoom

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

Interpretación en español
Via Zoom

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

usekeeping

y's meeting is being recorded.

Attendee cameras are off and microphones are muted.

Questions following the presentation.
Please use the Q&A feature.

For technical support, call or text 213.600.9039.

nks for joining us!

enda

Welcome/Introductions

coping Report Update

roject Process/Next Steps

&A

hank You/Wrap-up

e will accommodate as many questions as possible based on the allotted mount of time.

etro

ay's Speakers

Matthew Marquez
Community Relations

Jody Litvak
Community Relations

Jackie Su
Countywide Planning & Development

Peter Carter
Countywide Planning & Development

etro

m Poll

Where do you live?

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

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

1. Attended a prior meeting or submitte scoping comment
2. Did not participate

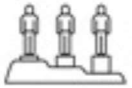
Metro has a plan to make it easier to get around LA.
t includes creating better transit. This project works
o provide a competitive transit option for travel
etween the Valley and the Westside.

ro

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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ulveda Transit Corridor Project

e proposed project would construct and
erate a fixed-guideway public transportation
e across the Santa Monica Mountains in the
cinity of the Sepulveda Pass, which includes
e I-405 freeway, Sepulveda Blvd and canyon
ads.

l alternatives would have a northern
rminus station near the Van Nuys
etrolink/Amtrak Station and a southern
rminus station near the Metro E Line (Expo).

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ject Alternatives Overview

etro

lic Participation in Environmental Review

nvironmental review began with a public scoping period from ovember 30, 2021 to February 11, 2022. The scoping period cluded the presentation of:

- Descriptions of the alternatives
- Maps
- Project objectives

uring scoping, Metro sought feedback from the public about:

- Alternatives being considered
- How the alternatives might be enhanced or modified
- Other alternatives that should be evaluated
- Issues and concerns with the project plans
- Questions that should be answered as part of the study

etro

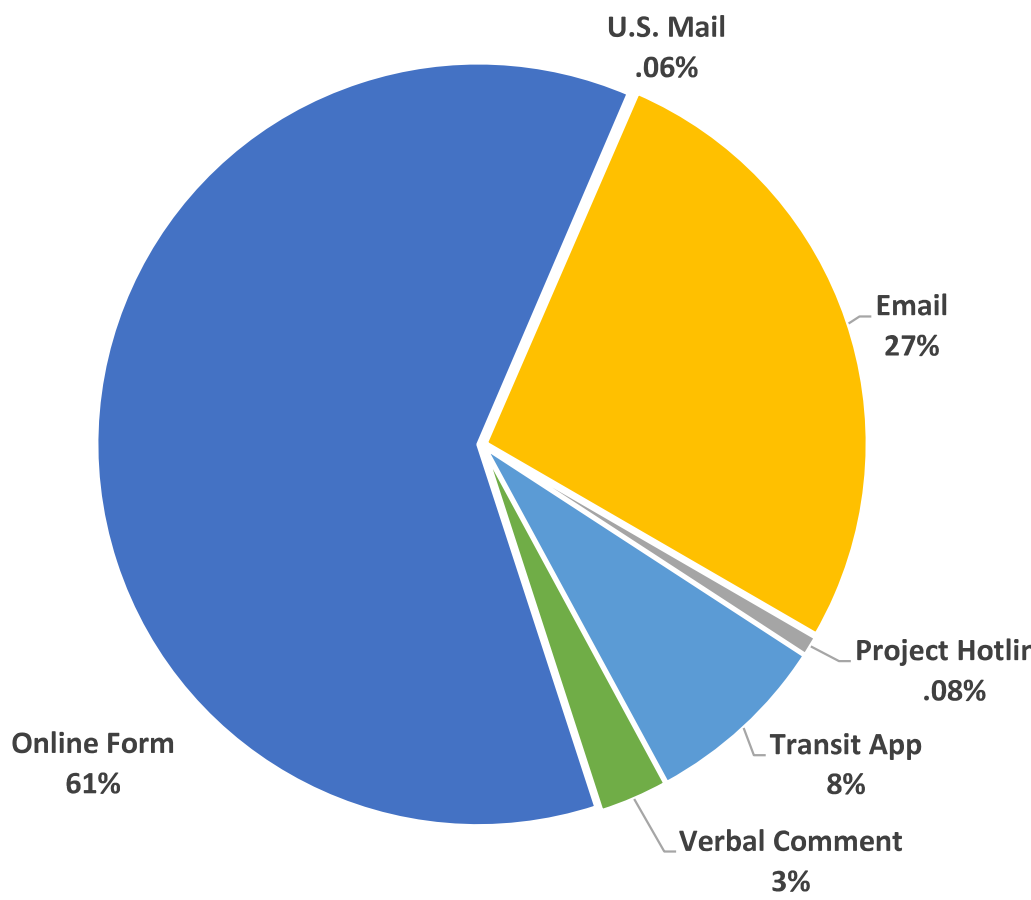
Scoping Update

pping Comments – Overview

re than 3,100 submissions received

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

Submissions by Method



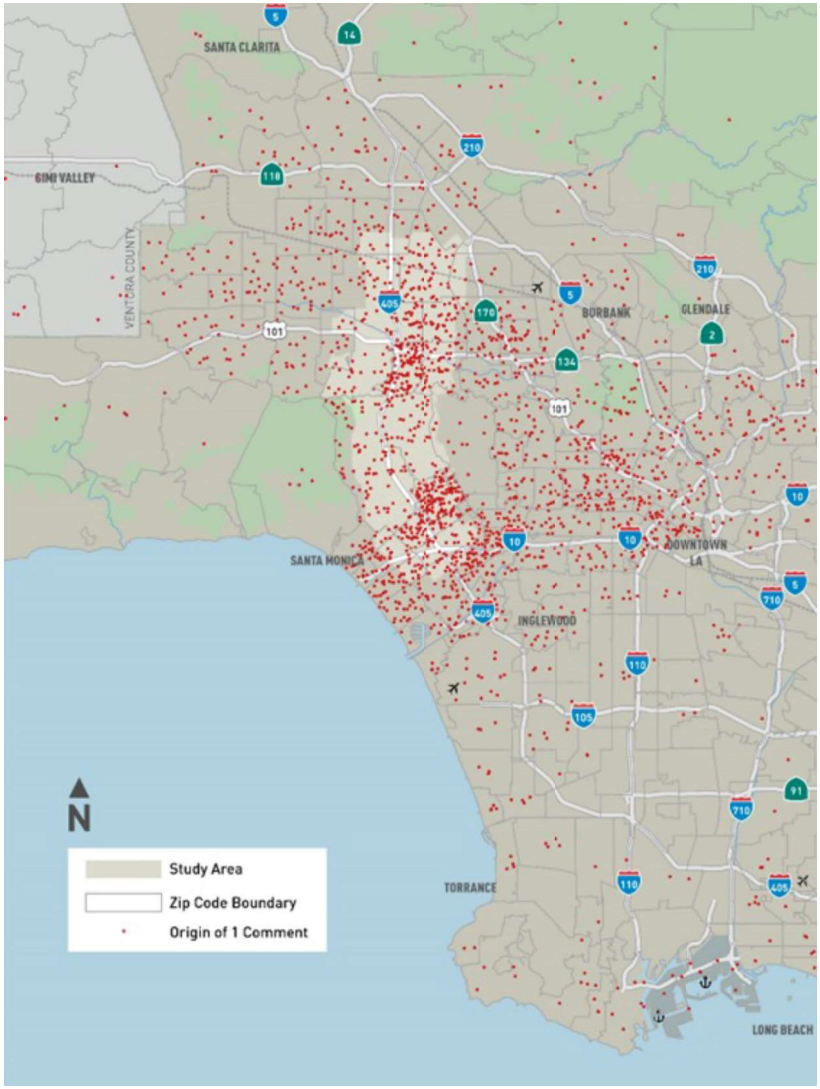
etro

ping Comments – Geographic Distribution

nments were submitted from across LA County
beyond, with a high concentration from the San
nando Valley and Westside

codes with the highest number of submissions:

- 90024: Westwood
- 91403: Sherman Oaks
- 90034: Palms, Castle Heights, La Cienega Heights
- 90049: Brentwood, Brentwood Glen, Brentwood Heights, Crestwood Hills, Mandeville Canyon, Westwood Hills, Bel Air
- 90025: West LA, Sawtelle



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le Range of Questions

Questions we can answer now

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

Questions to be answered as the study proce

> Station locations, including entrances and connections to other lines

> Environmental impacts and mitigations

> Performance of alternatives, including:

- Ridership/boardings
- Travel times (end to end and to key destinations)
- Competitiveness for federal funds
- Costs

etro

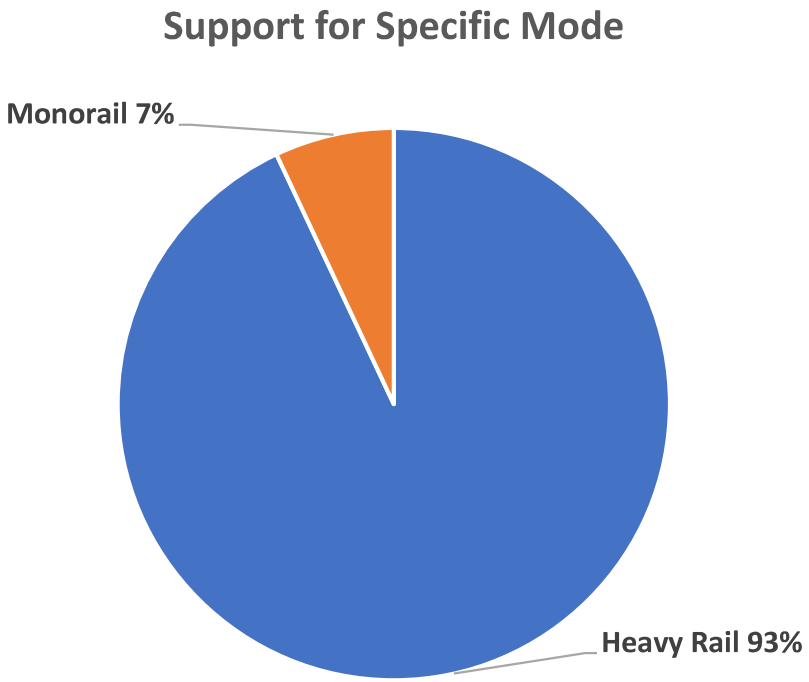
ping Comments – Key Topics

- e connection to UCLA was the most mentioned ic (35% of all submissions)
- the commenters who expressed support for a cific alternative, 93% supported a heavy rail ernative
  - Comments supporting heavy rail alternatives noted better transfer options, faster travel times, and Metro's extensive experience in building and maintaining similar transportation systems
- ny commenters stated a preference for fully lerground alternatives
- ose who opposed heavy rail alternatives ressed concern about tunneling impacts

ject Alignment & Design

any commenters also discussed specific ation locations (benefits/challenges)

- Additional station between Metro G Line (Orange) and Ventura Bl
- Station at Ventura Bl
- Getty Center
- Southern terminus at Sepulveda or Bundy station on E Line (Expo)

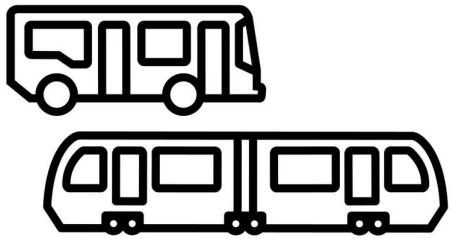


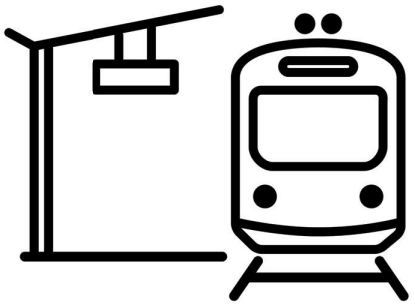
etro

ject Objectives

mments related to the project objectives included:

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





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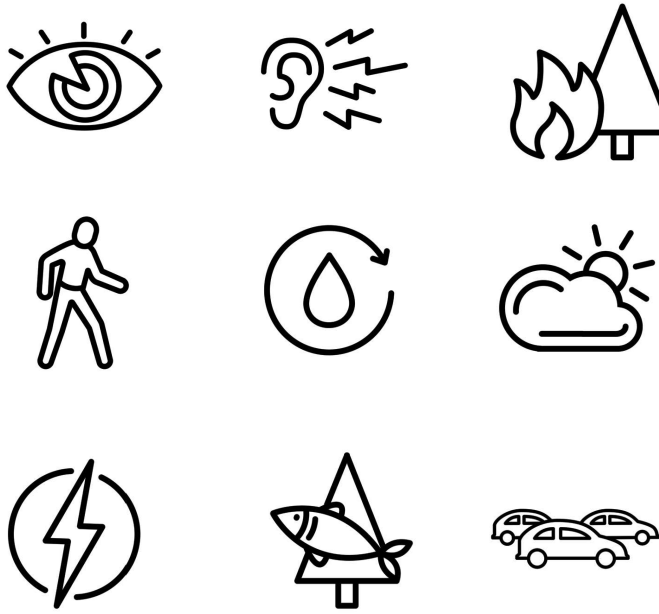
ironmental Topics

akeholders expressed concern about/interest in:

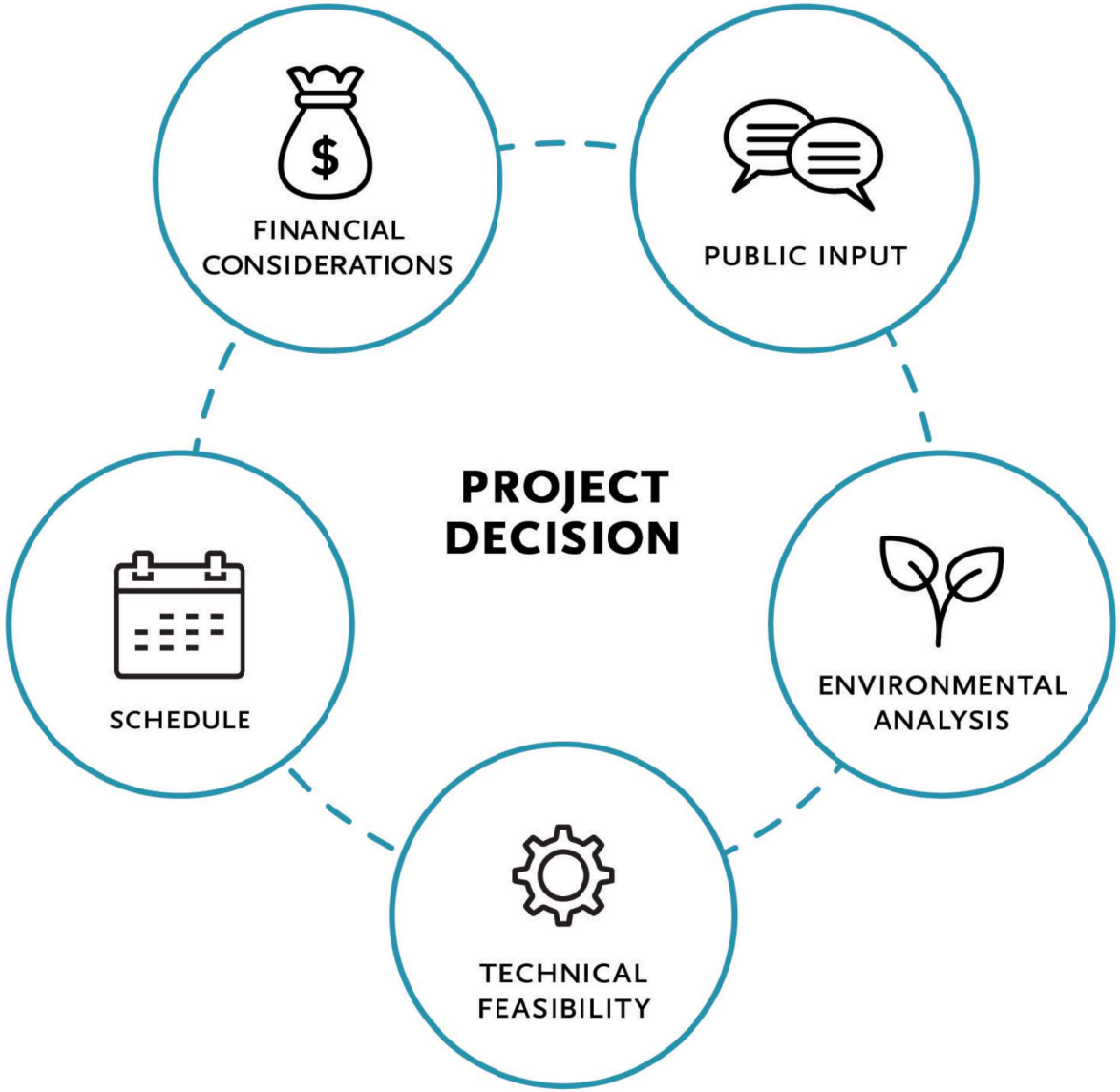
- Combined effects of multiple projects in the corridor
- Project-related noise, vibration, air quality, pedestrian safety and community aesthetic impacts associated with the construction and operation
- Traffic and transportation, including traffic congestion during construction of above-ground alternatives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



etro

Environmental Process/Next Steps

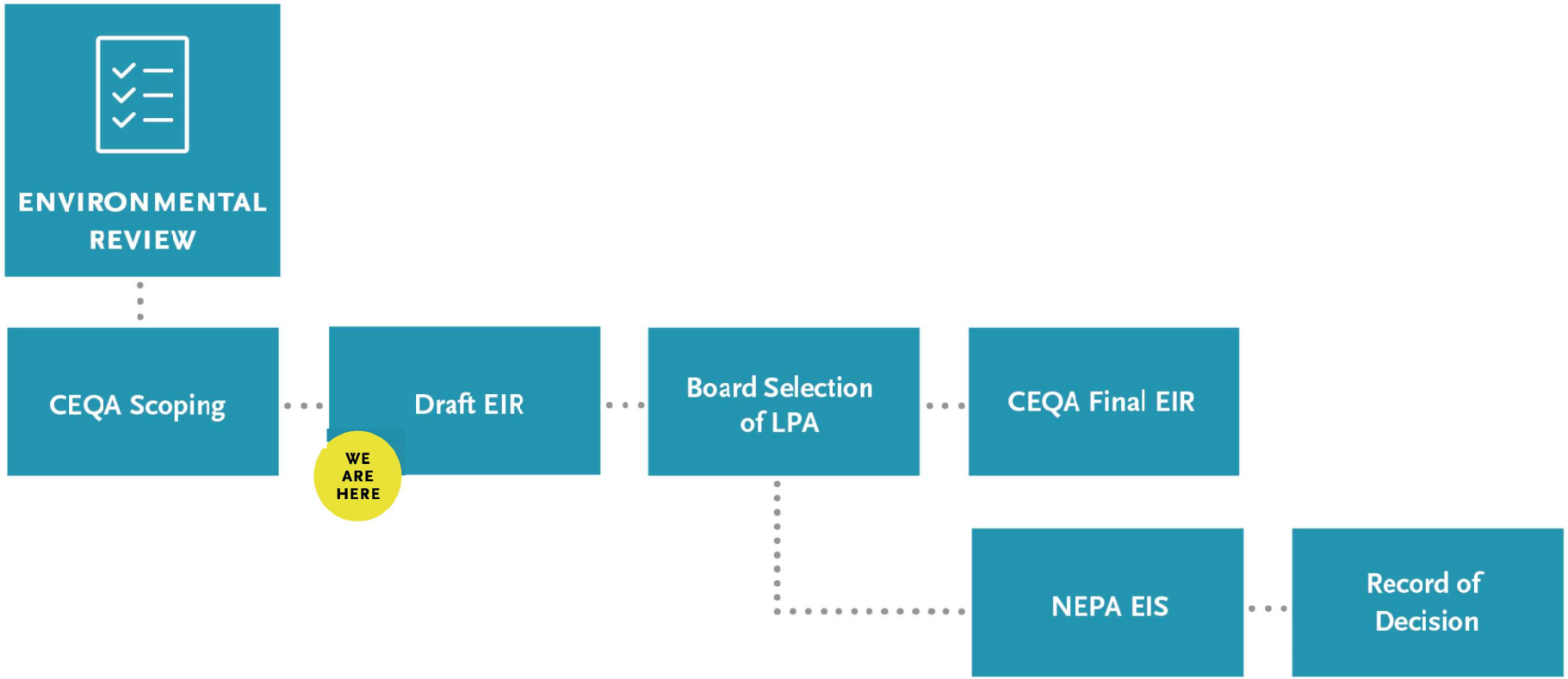
ject Decision Inputs



etro

ironmental Review Process

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



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ft Environmental Impact Report (DEIR)

ummary evaluation and
nparison of the alternatives,
uding:
Costs: construction, right-of-
way acquisition and operating
Benefits: overall ridership,
travel time, increased mobility
for Equity Focus Communities
mpacts and Mitigations:
effects on the environment,
ncluding property impacts

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

> **Technical reports** analyzing each alternative

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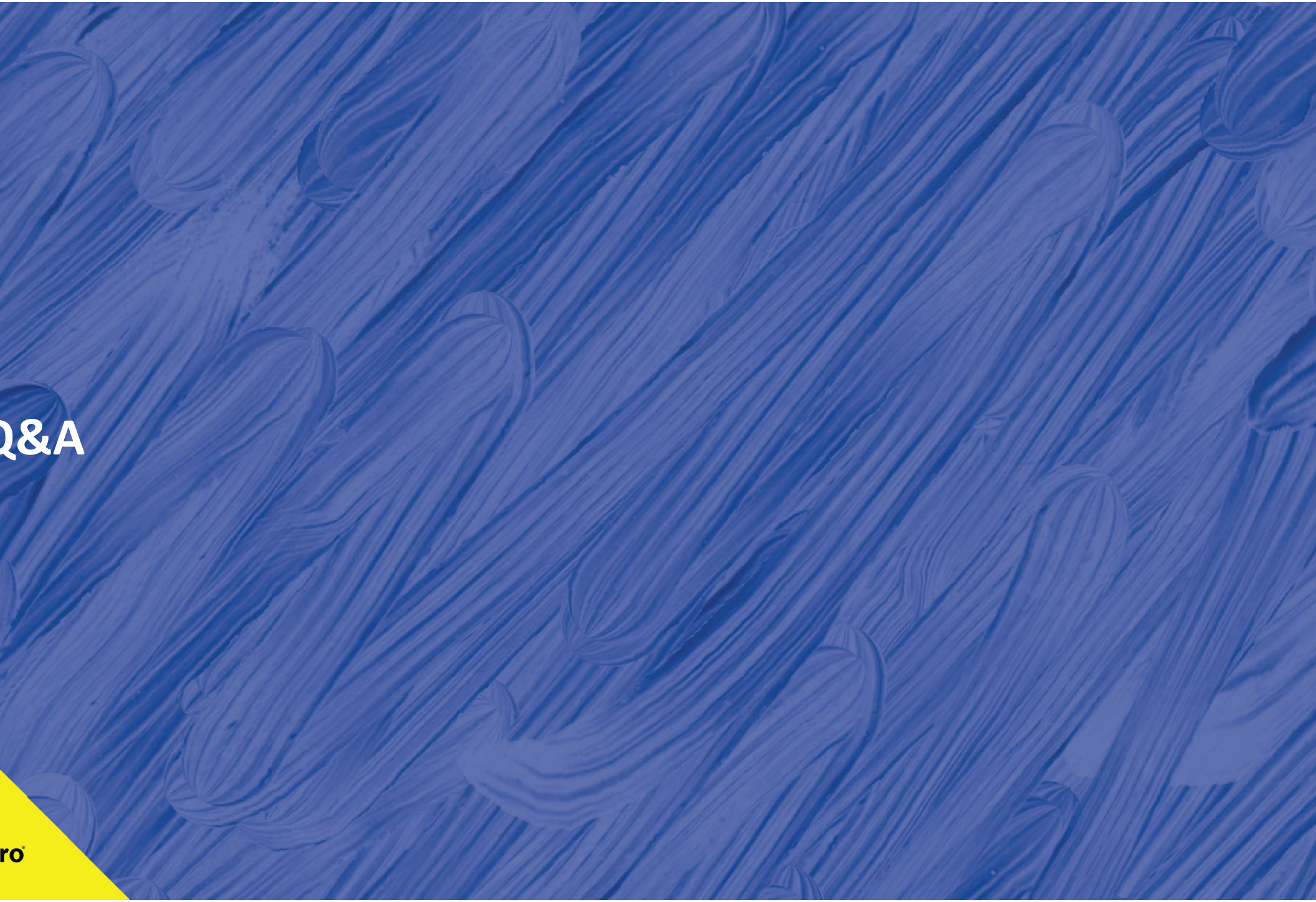
t Steps

ontinued Technical/Environmental Analysis
ll Community Update: Alignments & Station Locations

etro


Q&A

A

ase submit questions using the Zoom Q&A function

will answer as many questions as we can, focusing on questions that are of adest interest

ur question will appear publicly as it's being answered live or responded to vriting in the Q&A box

ou have difficulties with the Zoom Q&A function, please call or text 3.600.9039 and our team will assist

etro

nk You

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

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Welcome!

¡Bienvenidos!

Comenzaremos en unos momentos.

Reunión Comunitaria de Actualización

Junio de 2022

ncio de Metro: Tarifas de pasajes con descuento y el programa LIFE

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

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

s de 1 día, 7 días y 30 días
- $3.50 por un pase de un día
- $12.50 por un pase semanal
- $50.00 por un pase de 30 días

pasajes con descuento estarán disponibles para su compra en las máquinas expendedoras TAP, taptogo.net y
ntros de Atención al Cliente de Metro

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

s nuevos pasajeros de LIFE recibirán 90 días de viajes gratis

ses de 7 días y 30 días
- $26 por un pase de 30 días (precio normal $76)
- $6.50 por un pase de 7 días (precio normal $19.50)

registrarse al Programa LIFE, visite *metro.net/life*

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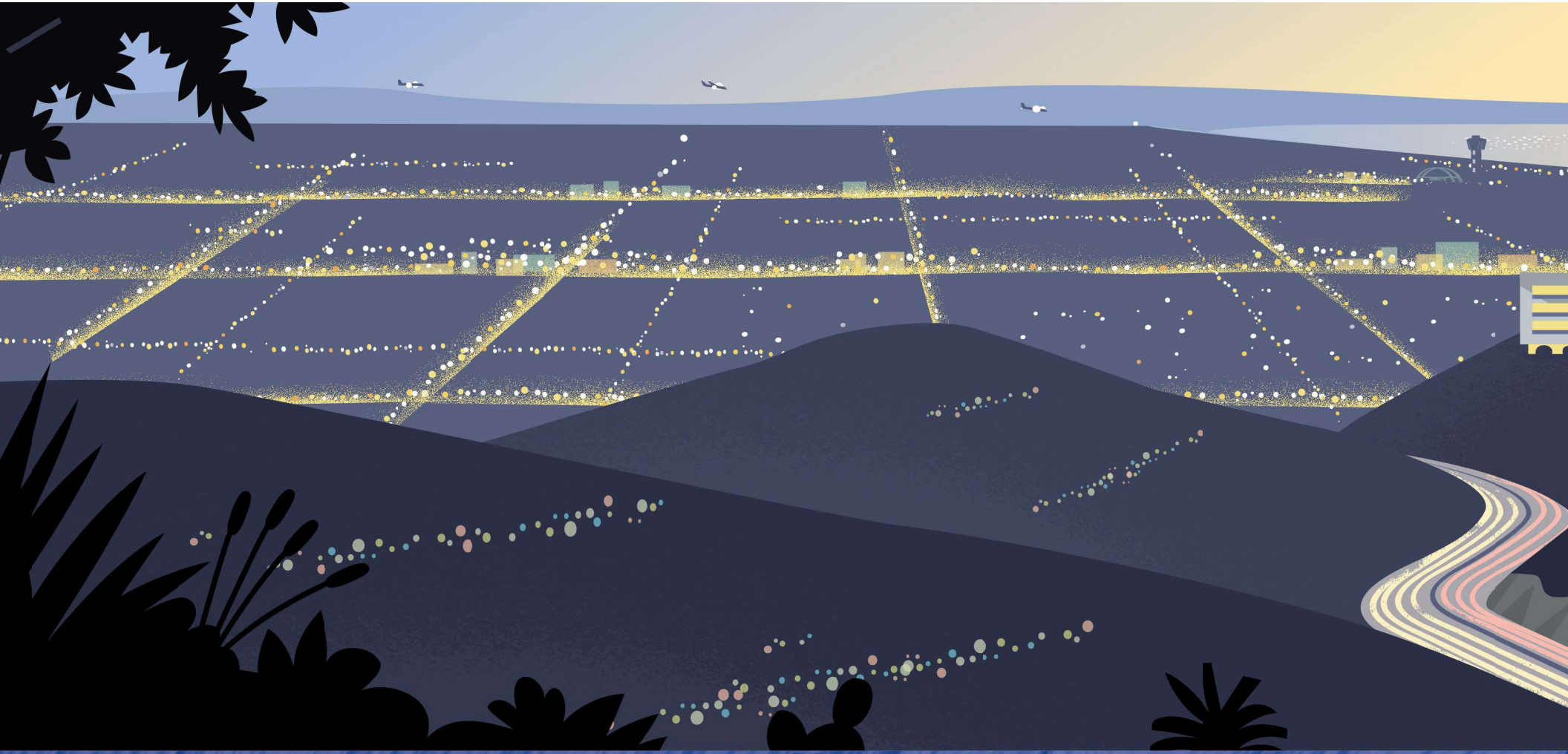

We're exploring alternatives to the 405.

Estamos explorando alternativas a la 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

tamos con Interpretación

Interpretación en español Vía Zoom

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

tos Importantes de la Reunión

unión del día de hoy está siendo grabada.

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

Las preguntas se harán después de la presentación.

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

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

acias por unirse a la reunión!

enda

ienvenida/Presentaciones

ctualización del Informe de Alcance

roceso del Proyecto/Próximos Pasos

reguntas y Respuestas

gradecimiento/Cierre de la Reunión

cibiremos tantas preguntas como sea posible en función del tiempo evisto.

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Presentadores el Día de Hoy

Matthew Marquez
Relaciones Comunitarias

Jody Litvak
Relaciones Comunitarias

Jackie Su
Planeación y Desarrollo de Todo el Condado

Peter Carter
Planeación y Desarrollo de Todo el Condado

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gunta de Sondeo Zoom

¿En dónde vive?

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

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

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

etro

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

estro plan entrelaza esfuerzos en cuatro áreas

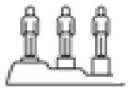
Mejor Transporte

Menos Congestión

Calles Completas

Acceso a la Oportunidad

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

 Equidad Sustentabilidad

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yecto del Corredor de Transporte Sepulveda

Proyecto propuesto propone construir y
erar una nueva línea ferroviaria de
ansporte público a través de las Montañas de
nta Mónica en las cercanías del Sepulveda
ss, que incluye la autopista I-405, Sepulveda
vd y las carreteras del cañón.

das las alternativas tendrían una estación
rminal norte cerca de la estación de Van Nuys
etrolink/Amtrak y una estación terminal sur
rca de la Línea E (Expo) de Metro.

etro®

cripción General de las Alternativas del Proyecto

etro

ticipación Pública en la Revisión Ambiental

revisión ambiental comenzó con un período de alcance público del
de noviembre de 2021 al 11 de febrero de 2022. El período de alcance
cluyó la presentación de:

- Descripciones de las alternativas
- Mapas
- Objetivos del proyecto

rante el periodo de alcance, Metro buscó obtener comentarios del
blico sobre:

- Las alternativas que se están considerando
- Cómo se pueden mejorar o modificar las alternativas
- Otras alternativas que deben evaluarse
- Asuntos y preocupaciones con los planes del proyecto
- Preguntas que deben responderse como parte del estudio

etro

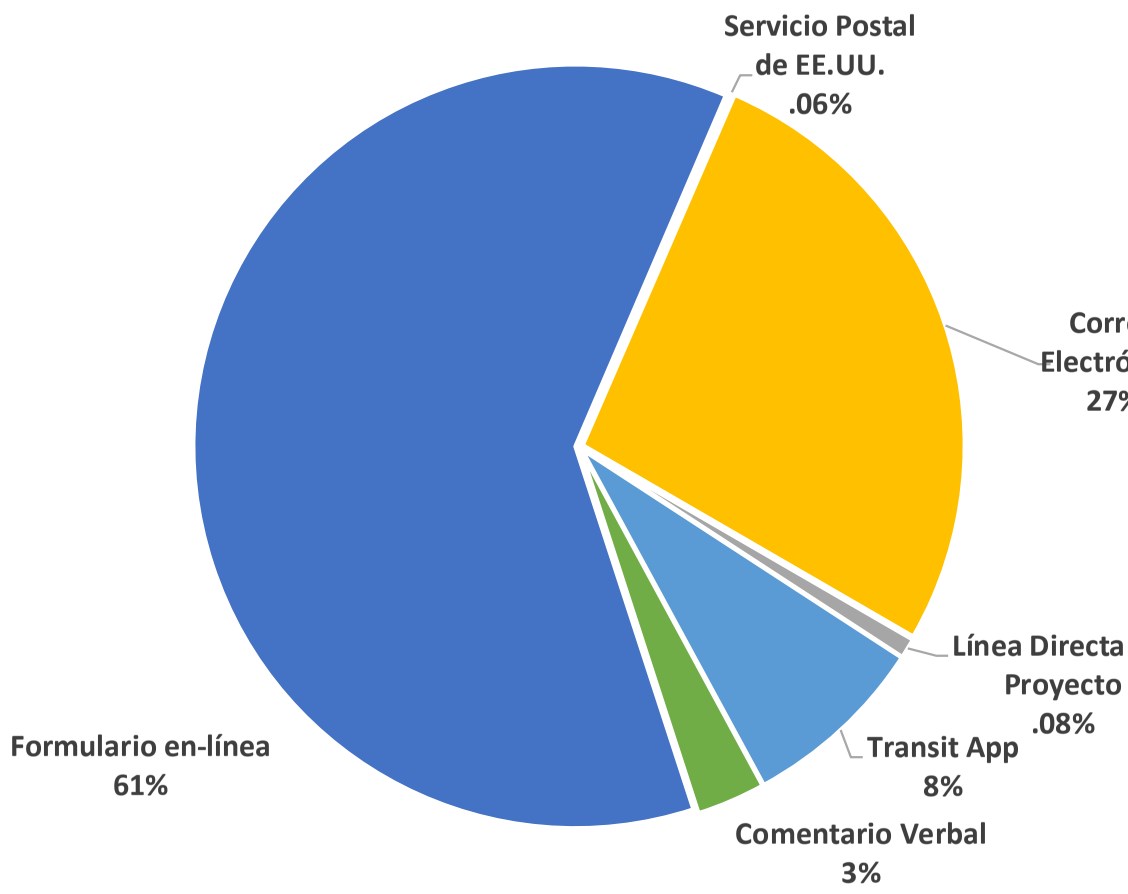
Actualización de Alcance

mentarios de Alcance - Descripción General

s de 3,100 propuestas recibidas

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

Comentarios por Método Utilizado



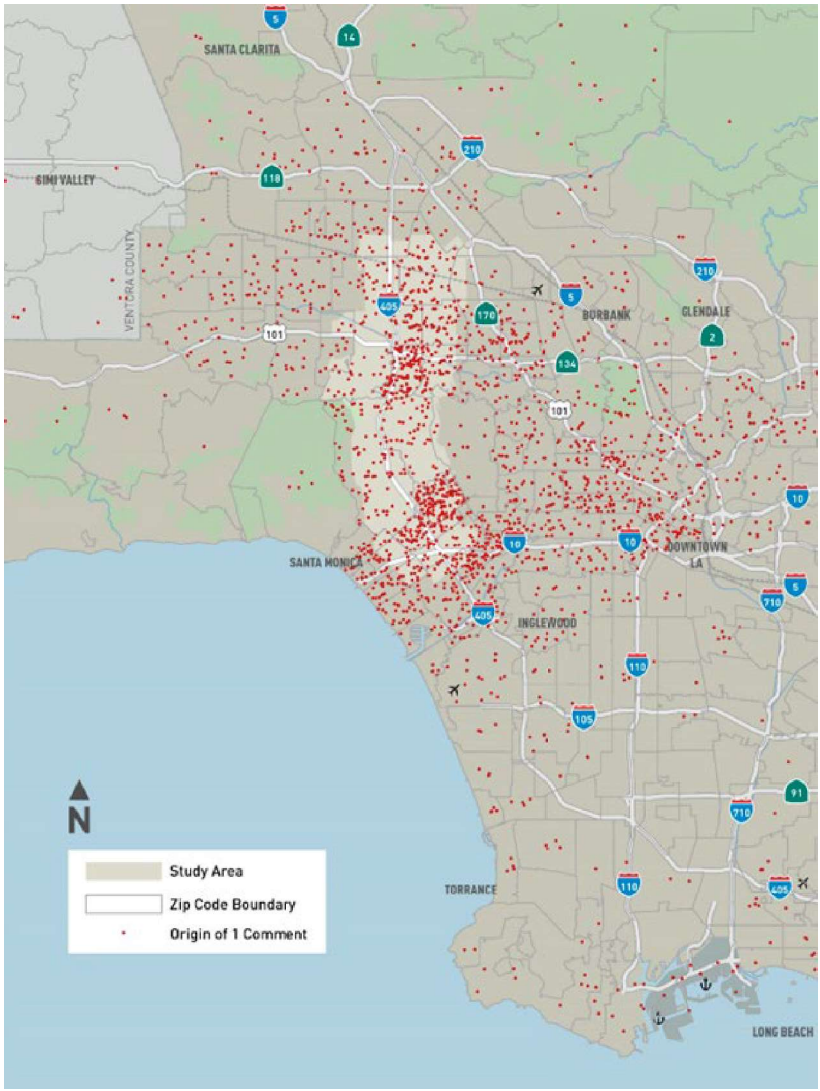
etro

nentarios de Alcance - Distribución Geográfica

comentario fueron enviados de todo el Condado Los Angeles y más allá, con una alta concentración San Fernando Valley y el Westside.

códigos postales con el mayor número de nentarios enviados:

- 90024: Westwood
- 91403: Sherman Oaks
- 90034: Palms, Castle Heights, La Cienega Heights
- 90049: Brentwood, Brentwood Glen, Brentwood Heights, Crestwood Hills, Mandeville Canyon, Westwood Hills, Bel Air
- 90025: West LA, Sawtelle



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n Variedad de Preguntas

Preguntas que odemos responder ahora

nforme de Alcance

Proceso Ambiental/PDA

Próximos Pasos

Oportunidades para Participar

Preguntas que serán respondidas a medida que avanza el estudio

> Ubicaciones de las estaciones, incluyendo las entradas y conexiones a otras líneas

> Impactos y Mitigaciones ambientales

> Desempeño de alternativas, incluyendo:

- Cantidad de Pasajeros/abordajes
- Tiempos de viaje (extremo a extremo y a destinos clave)
- Competitividad por fondos federales
- Costos

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nentarios de Alcance - Temas Clave

onexión con UCLA fue el tema más mencionado (35% odos los comentarios)

as personas que brindaron comentarios y que resaron su apoyo a una alternativa específica, el 93% yó una alternativa de tren pesado

- Las personas que enviaron comentarios que apoyan las alternativas de tren pesado señalaron mejores opciones de transferencia, tiempos de viaje más rápidos y la amplia experiencia de Metro en la construcción y mantenimiento de sistemas de transporte similares

chas personas que brindaron comentarios expresaron preferencia por alternativas totalmente subterráneas

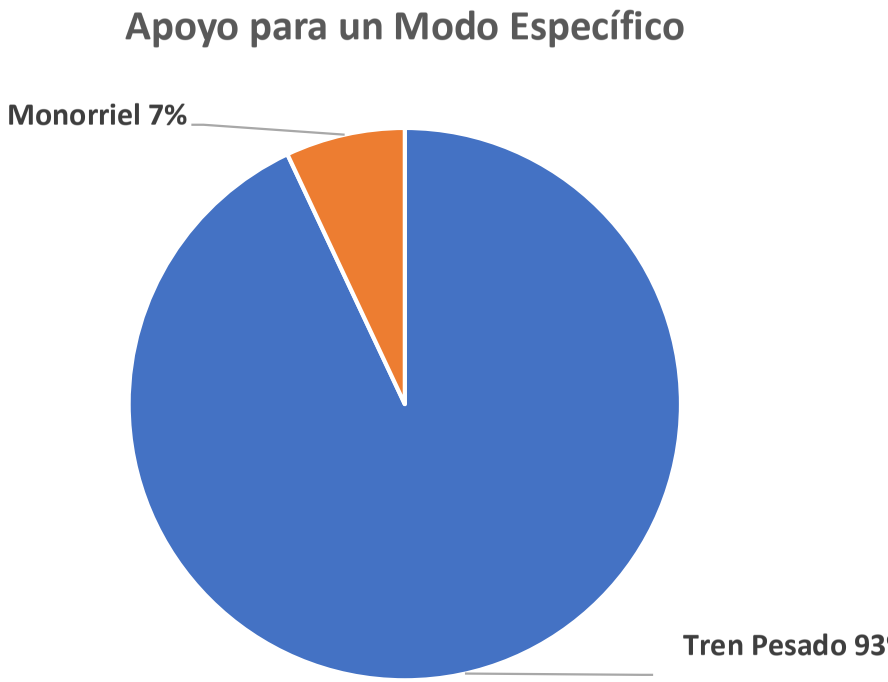
ellos que se opusieron a las alternativas de tren pesado resaron su preocupación por los impactos de los túneles

etro®

neación y Diseño del Proyecto

uchas personas que hicieron comentarios mbién comentaron sobre ubicaciones de taciones específicas eneficios/desventajas)

- Estación adicional entre la Línea G (Orange) de Metro y Ventura Bl
- Estación en Ventura Bl
- Getty Center
- Terminal sur en estación Sepulveda o Bundy en la Línea E (Expo)



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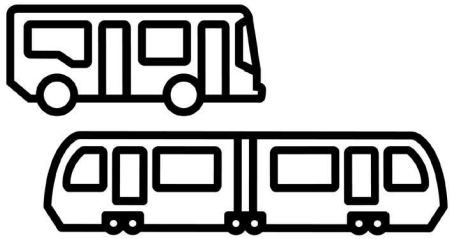
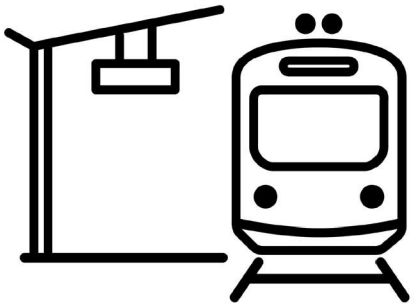
etivos del Proyecto

s comentarios relacionados con los objetivos del proyecto cluyeron:

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

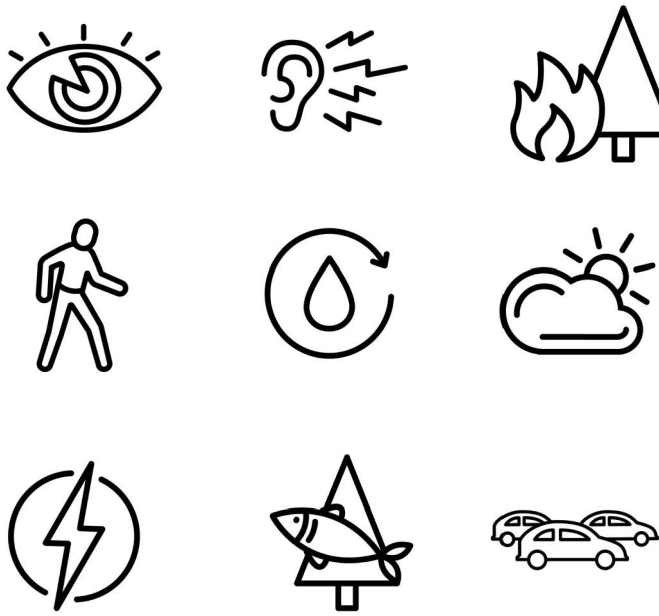




nas Ambientales

s partes interesadas expresaron su preocupación/interés en:

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



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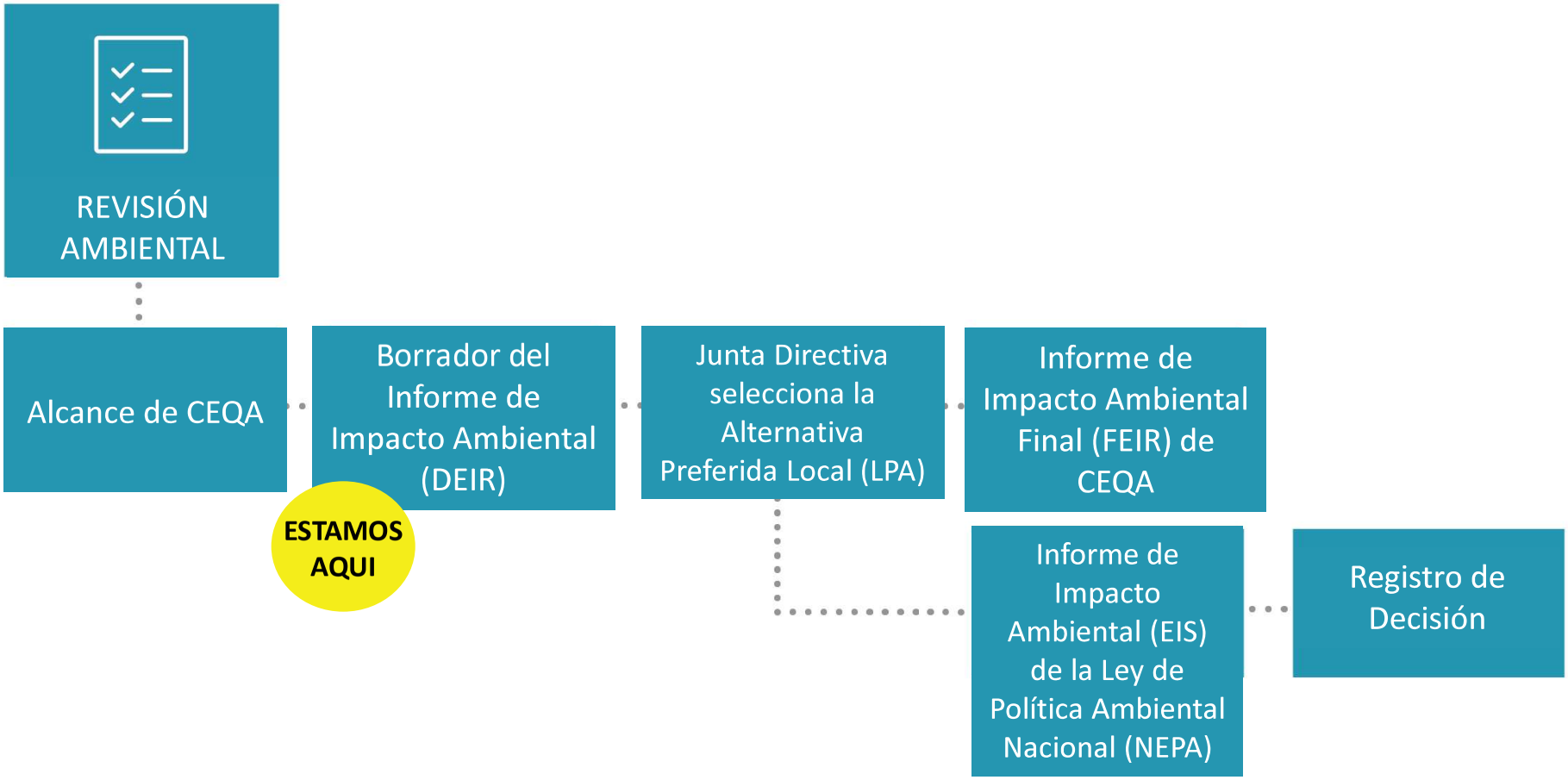
Proceso Ambiental/Próximos Pasos

ormación para la Toma de Decisiones del Proyecto

etro

ceso de Revisión Ambiental

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



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rador del Informe de Impacto Ambiental (DEIR)

sumen de la evaluación y
mparación de las alternativas,
uyendo:
Costos: construcción, adquisición
de derecho de paso y operativos
Beneficios: cantidad total de
pasajeros, tiempo de viaje, mayor
movilidad para las Comunidades de
Enfoque de Equidad
mpactos y Mitigaciones: efectos
sobre el medio ambiente,
ncluyendo los impactos en las
propiedades

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

> **Informes técnicos** que analizan cada alternativa

ximos Pasos

nálisis Técnico/Ambiental Continuo

ctualización Comunitaria del Otoño: Alineaciones y Ubicaciones de las Estaciones

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Preguntas y Respuestas

guntas y Respuestas

or de enviar sus preguntas utilizando la función de preguntas y respuestas Zoom, es decir, "Q&A"

sponderemos tantas preguntas como podamos, enfocándonos en las guntas que son de mayor interés para todos.

pregunta aparecerá públicamente cuando se esté respondiendo en vivo o ndo se responda por escrito en el cuadro de preguntas y respuestas.

iene problemas con la función de preguntas y respuestas de Zoom, llame o víe un mensaje de texto al 213.600.9039 y nuestro equipo con gusto lo udará.

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uchas Gracias!

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213.922.7375

sepulvedatransit@metro.net

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@metrolosangeles

losangelesmetro

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

SEPULVEDA TRANSIT CORRIDOR PROJECT

January 2023
Station Location Open Houses
Summary Report

June 2023

Metro

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1.0 INTRODUCTION

1.1 Overview

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

1.2 Open Houses

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

Table 1-1 Open House Locations

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

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

2.0 COMMUNICATION RESOURCES

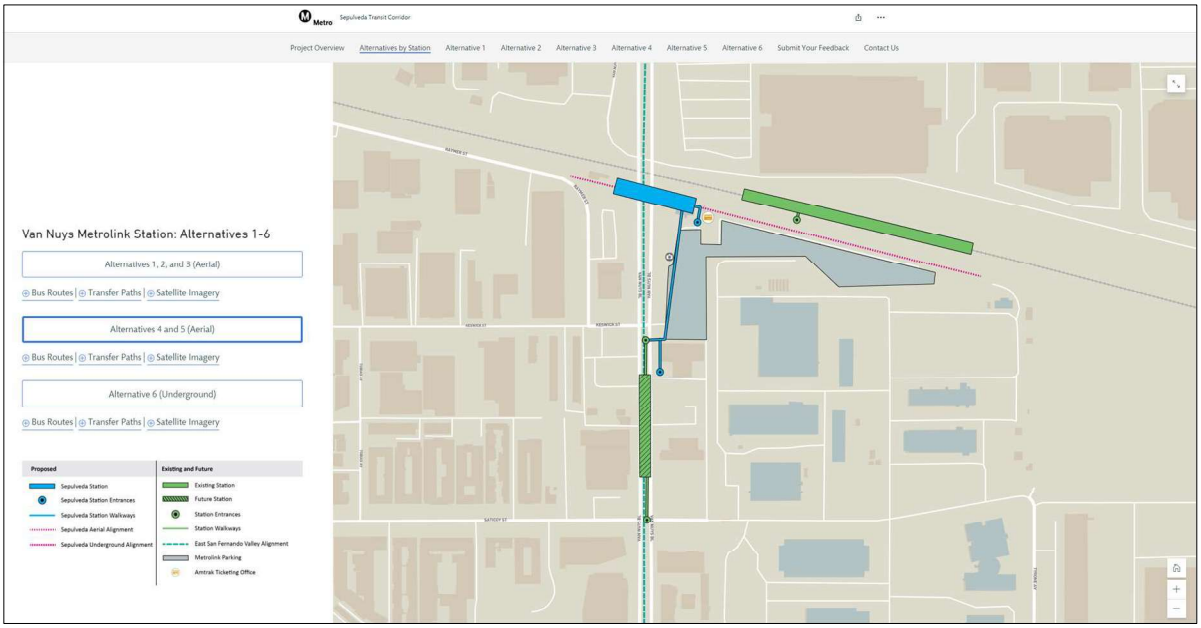
2.1 Website

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

2.2 Virtual Interactive Tool (StoryMap)

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

FIGURE 1. INTERACTIVE STATION STORYMAP



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

2.3 In-Person Open House Materials & Resources

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

2.3.1 Station Location Open House Guide

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

2.3.2 Project Fact Sheet

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

2.3.3 Station Site Selection Considerations Handout

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

2.3.4 Feedback Form

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

2.3.5 Nearby Project Fact Sheets

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

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

2.3.6 Environmental Review Video

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

3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY OPEN HOUSES

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

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

Table 3-1 Summary of Briefings

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

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

- Culver City Mayor Albert Vera
- Office of Congressman Brad Sherman
- Office of Congressman Ted Lieu
- Office of State Senator Ben Allen
- Office of Los Angeles Mayor Karen Bass
- Office of Los Angeles City Councilmember Bob Blumenfield
- Office of Los Angeles City Councilmember Katy Yaroslavsky
- Office of Los Angeles City Councilmember Nithya Raman
- Office of Los Angeles City Councilmember Traci Park
- Los Angeles City Council District 6
- City of Beverly Hills
- City of Culver City
- City of Santa Clarita
- San Fernando Valley Council of Governments
- Westside Cities Council of Governments

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

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

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

3.1 Pop-Up Events

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

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

Table 3-2 Summary of Pop Ups

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

4.0 NOTIFICATION FOR COMMUNITY OPEN HOUSES

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

4.1 Distribution of Open House Information Cards

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

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

Table 4-1 Transit Intercept Distribution

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

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

Table 4-2 Church Distribution

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

4.2 E-blasts & Social Media

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

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

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

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

Table 4-4 Campaign Summary

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

Table 4-5 Facebook/Instagram Advertisements Metrics Detail

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

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

4.3 Extended Outreach Toolkit

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

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

4.4 Earned Media

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

Table 4--6 Media Coverage from January 2023

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

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

5.0 OPEN HOUSES

5.1 Overview of the Community Open Houses

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

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

The table below provides the community open house schedule.

Table 5--1 Open House Locations

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

5.2 Format for In-Person Open Houses

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

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

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

Table 5--2 In-Person Open House Centers

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

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

5.3 Format for Virtual Open House

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

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

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

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

Table 5-3 Virtual Open House Centers

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

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

5.4 Summary of Public Participation

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

Table 5-4 Summary of Open House Participation

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

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

Van Nuys Open House – Notable Attendees:

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

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

Westwood Open House – Notable Attendees:

- Office of Rep. Brad Sherman (John Alford)
- Office of Sup. Lindsey Horvath
- Office of Mayor Karen Bass (Doug Mensman)
- Westside Cities COG
- Skirball Center
- UCLA (Jennifer Poulakidas, various faculty and staff)
- STC4All
- Westside Neighborhood Council
- Westwood Community Council
- Westwood South of Santa Monica Homeowners Assn

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

Virtual Open House – Notable Attendees

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

5.5 Summary of Public Feedback

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

- Input cards at Westwood meeting: 80
- Input cards at Van Nuys meeting: 40
- Virtual Open House Input: 199
- Input submitted via online form: 1,330
- Input submitted via email to the project email between January 21– March 13, 2023: 170

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

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

- 90024 (Westwood/UCLA): 139
- 90049 (Brentwood/Westwood Hills): 87
- 90034 (Palms): 62
- 90025 (Westwood/West LA): 60
- 91403 (Sherman Oaks): 57

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

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

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

Station-Specific Feedback

Van Nuys Metrolink Station – 44 comments received

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

Sherman Way Station – 46 comments received

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

Metro G Line (Orange) Station – 70 comments received

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

Ventura Boulevard Station – 119 comments received

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

Getty Center Station – 131 comments received

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

UCLA Gateway Plaza station – 966 comments received

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

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

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

Santa Monica Boulevard Station – 56 comments received

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

Metro E Line (Expo) Station – 97 comments received

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

6.0 NEXT STEPS

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

metro.net/sepulvedacorridor

We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR

STATION LOCATION OPEN HOUSE GUIDE

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s! The open house will focus on potential station
ccess the future transit system.

view & Environmental Process

mental review phase for the Sepulveda Transit
will create a high-quality, reliable transit service
San Fernando Valley and the Westside. Learn more
nvironmental process at this center.

natives

veral alternatives and will study how well each meets
Learn about each alternative and modes being
er.

ning (San Fernando Valley)

Metrolink/Amtrak & Sherman Way
Orange) & Ventura Bl

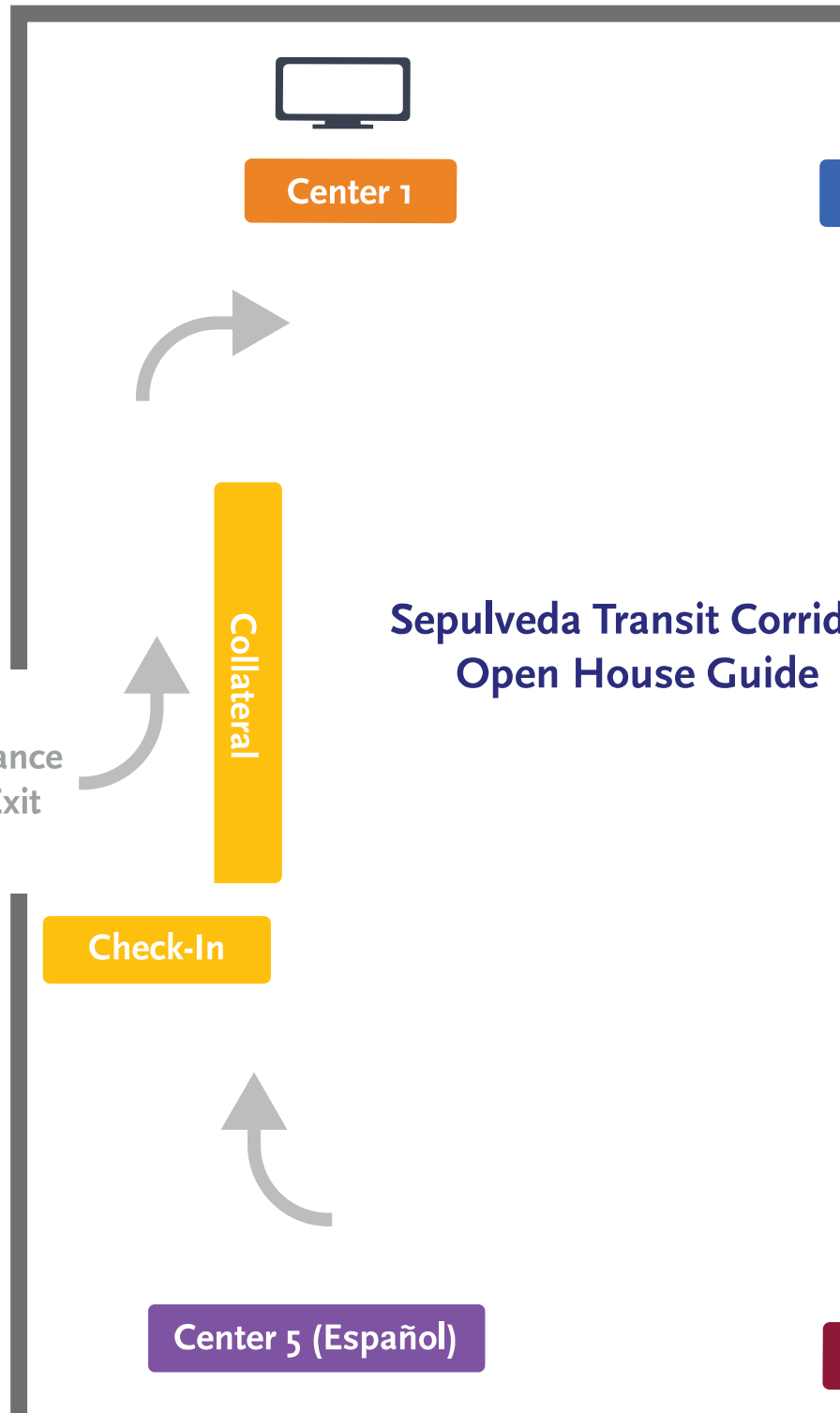
ning (Westside)

nter, UCLA & Wilshire Bl
onica Bl & E Line (Expo)

rmation

eractive maps from Center 1 through Center 4 will be

ublic engagement opportunities before the release
ntime, learn how current above-ground and
re used in other Metro projects by visiting *Metro.net*.



Sepulveda Transit Corrid
Open House Guide

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Estamos analizando alternativas para la 405.

PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVEDA

GUÍA DE PUERTAS ABIERTAS DE LAS UBICACIONES DE LAS ESTACIONES

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nos! La jornada de puertas abiertas se centrará en las
as estaciones y en cómo acceder al futuro sistema de

al del proyecto y proceso ambiental

fase de revisión ambiental del Proyecto del Corredor de
, que creará una opción de servicio de transporte fiable y
ctará el Valle de San Fernando y el Westside. Infórmese
el proceso ambiental en este centro.

del Proyecto

varias alternativas y estudiará en qué medida cada una
ivos del proyecto. Infórmese sobre cada alternativa y los
siderando en este centro.

de estaciones (Valle de San Fernando)

Metrolink/Amtrak y Sherman Way
range) y Ventura BI

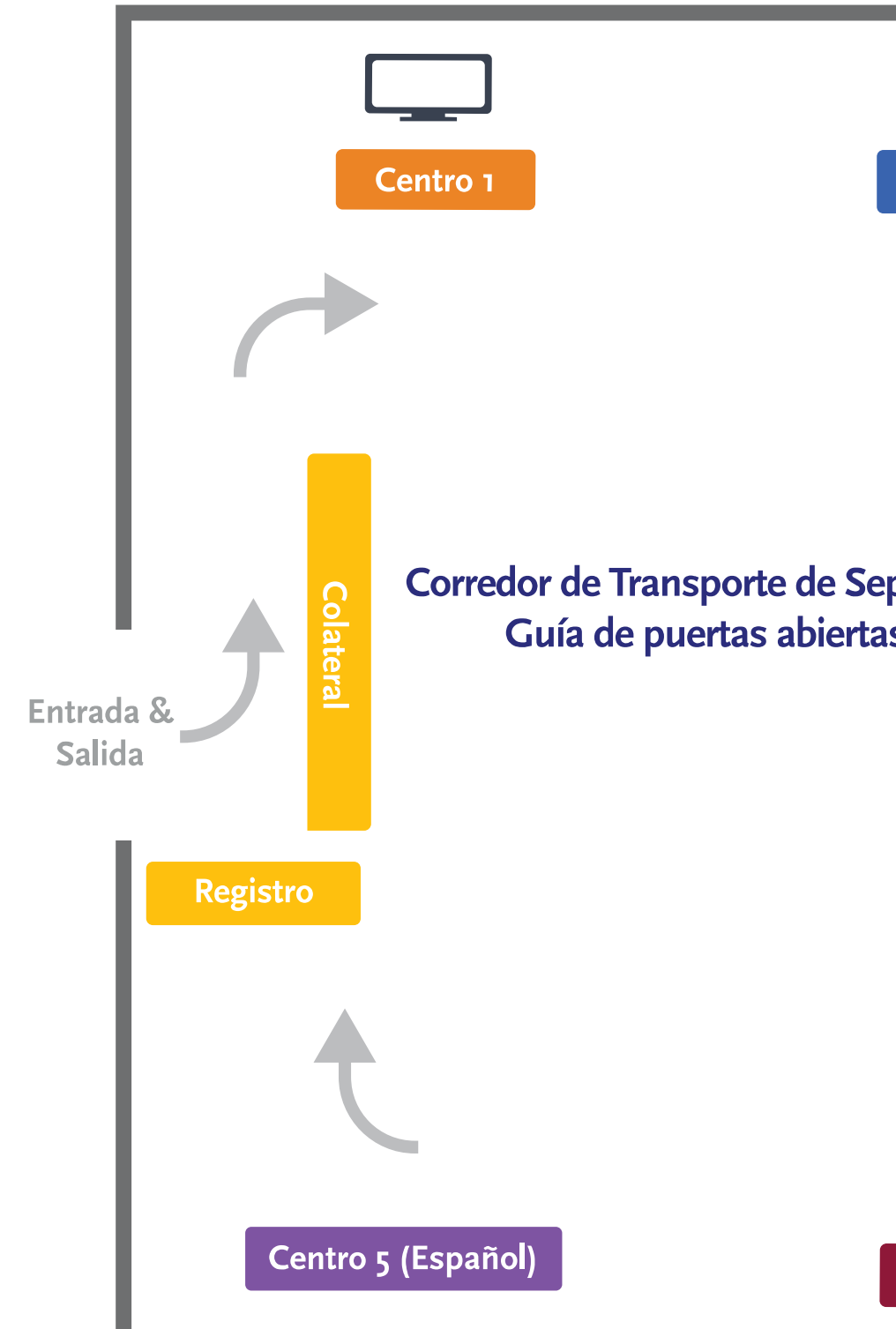
de estaciones (Westside)

ter, UCLA y Wilshire BI
nica BI y E Line (Expo)

en español

mapas interactivos de los Centros 1 a 4 estarán

participación pública antes de la publicación del DEIR.
tro.net para conocer cómo se utilizan las estaciones
el nivel de la tierra en otros proyectos de Metro.



Corredor de Transporte de Sep
Guía de puertas abiertas

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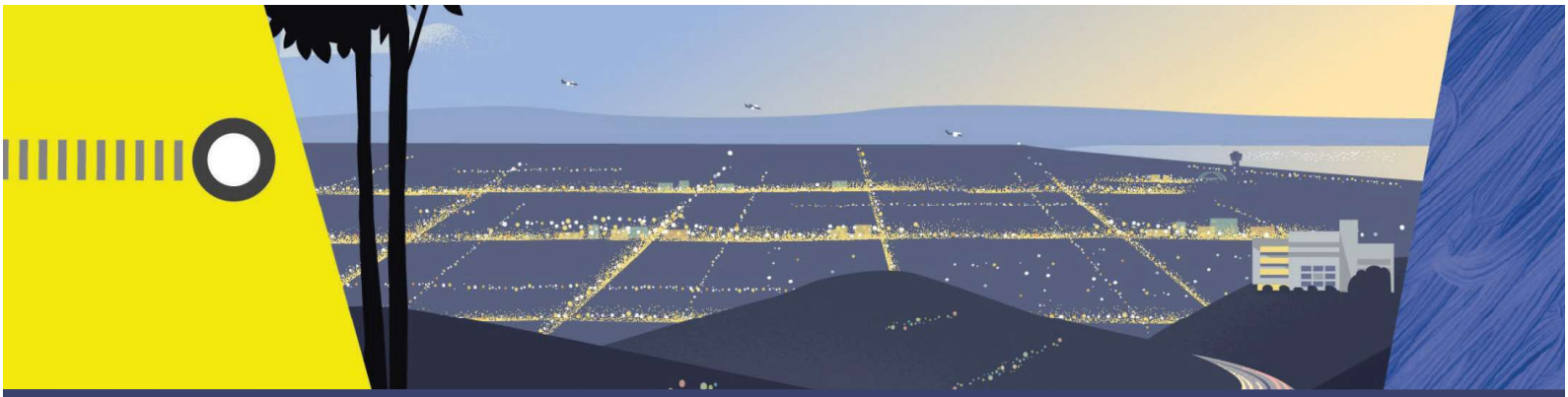


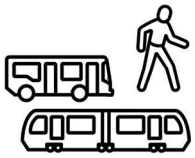
SEPULVEDA TRANSIT CORRIDOR PROJECT

Metro Station Site Selection Considerations

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

Station Access

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



Neighborhood Context

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

Technical Considerations

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

Stakeholder Input

> Public and stakeholder comment
> Coordination with agencies

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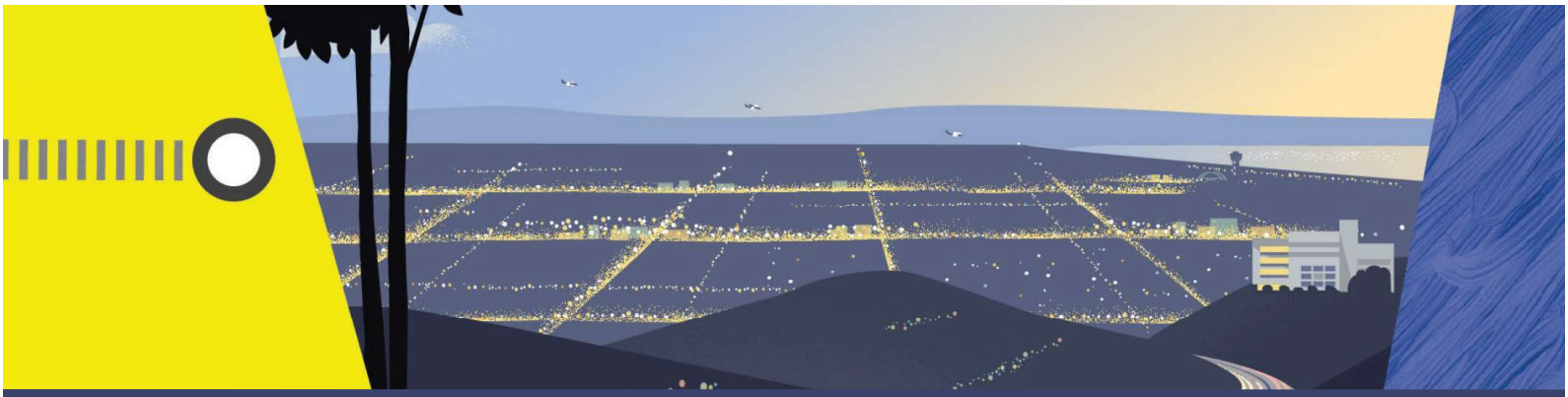
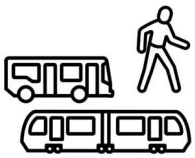


PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVEDA

Consideraciones sobre la selección de sitios de estaciones de Metro

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

Acceso a las estaciones



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

Contexto de vecindad

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

Consideraciones técnicas

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

Aportes de las partes interesadas

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

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CENTER #1

Project Overview & Environmental Process

We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

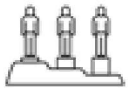
Metro has a plan to make it easier to get around LA.
t includes creating better transit. This project works
o provide a competitive transit option from the
Valley to the Westside.

ro

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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ulveda Transit Corridor Project

e proposed project will create a high-
uality, reliable rail transit service
ternative connecting the San Fernando
lley and the Westside

l alternatives would have:

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

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ject Alternatives Overview

tro is studying six “build” ernatives

No-Project/No-Build” ernative is also being sidered, as required by QA/NEPA

ernatives are being evaluated ed on how well each meets project’s objectives

more details, visit **Open use Center #2 – Alternatives**

A California Environmental Quality Act
A National Environmental Policy Act

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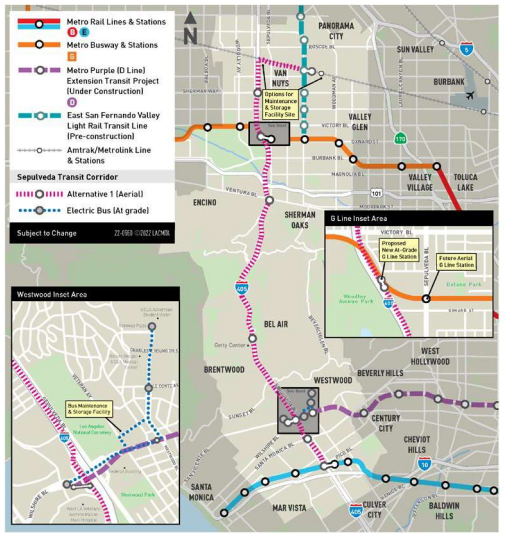
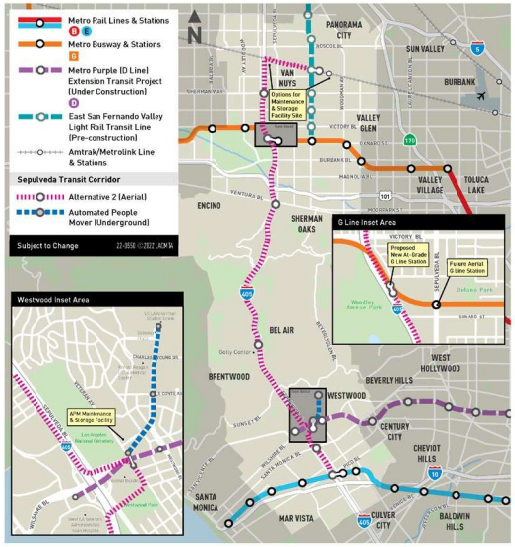
Alternative 1 (Monorail)



Alternative 2 (Mcnorail)



Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Environmental Process/Next Steps

ironmental Review Process: Next Steps

tro is continuing technical
dies for the CEQA review
d concurrently developing a
L study in collaboration with
eral agencies to establish
ly coordination with federal
encies that may have a
ecific interest in the NEPA
ocess.

er the public release of the
R, the Metro Board is
pected to identify an LPA.

xt, the FEIR and DEIS/FEIS
l be prepared to complete
CEQA and NEPA processes.

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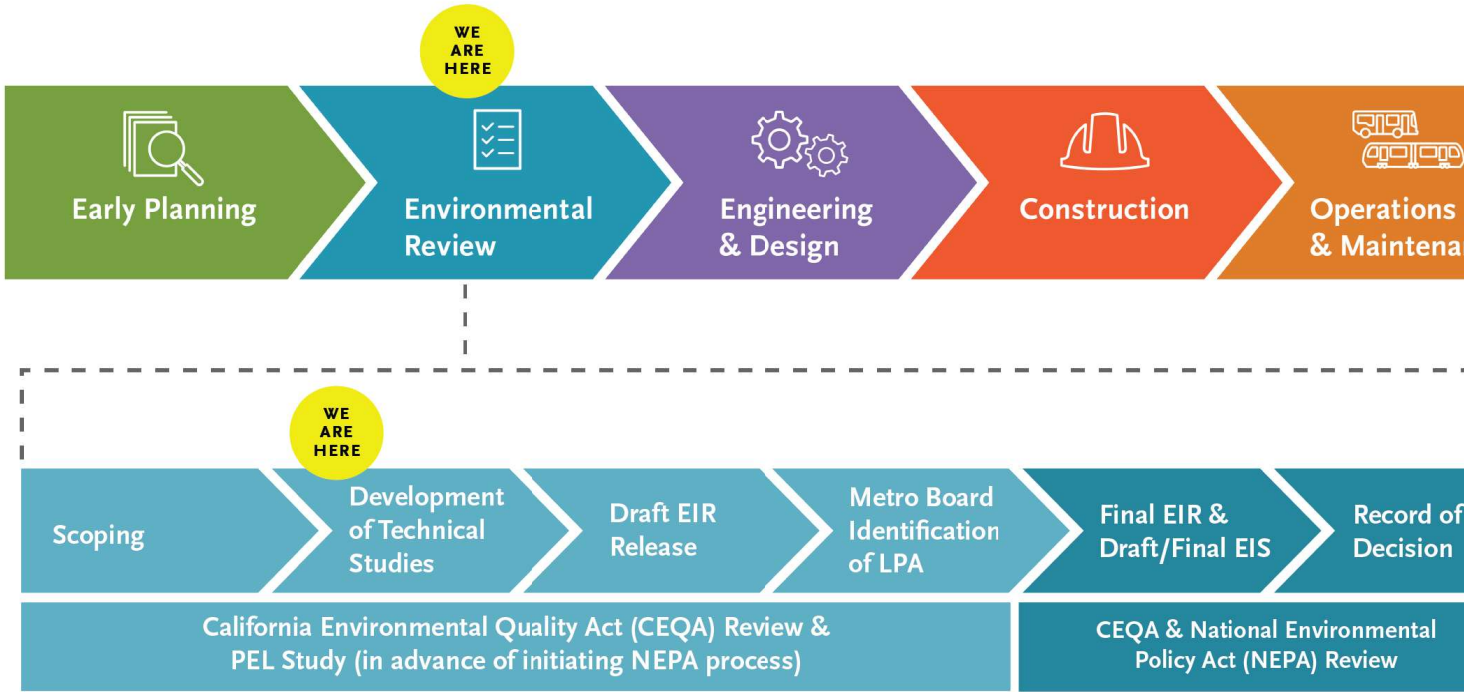
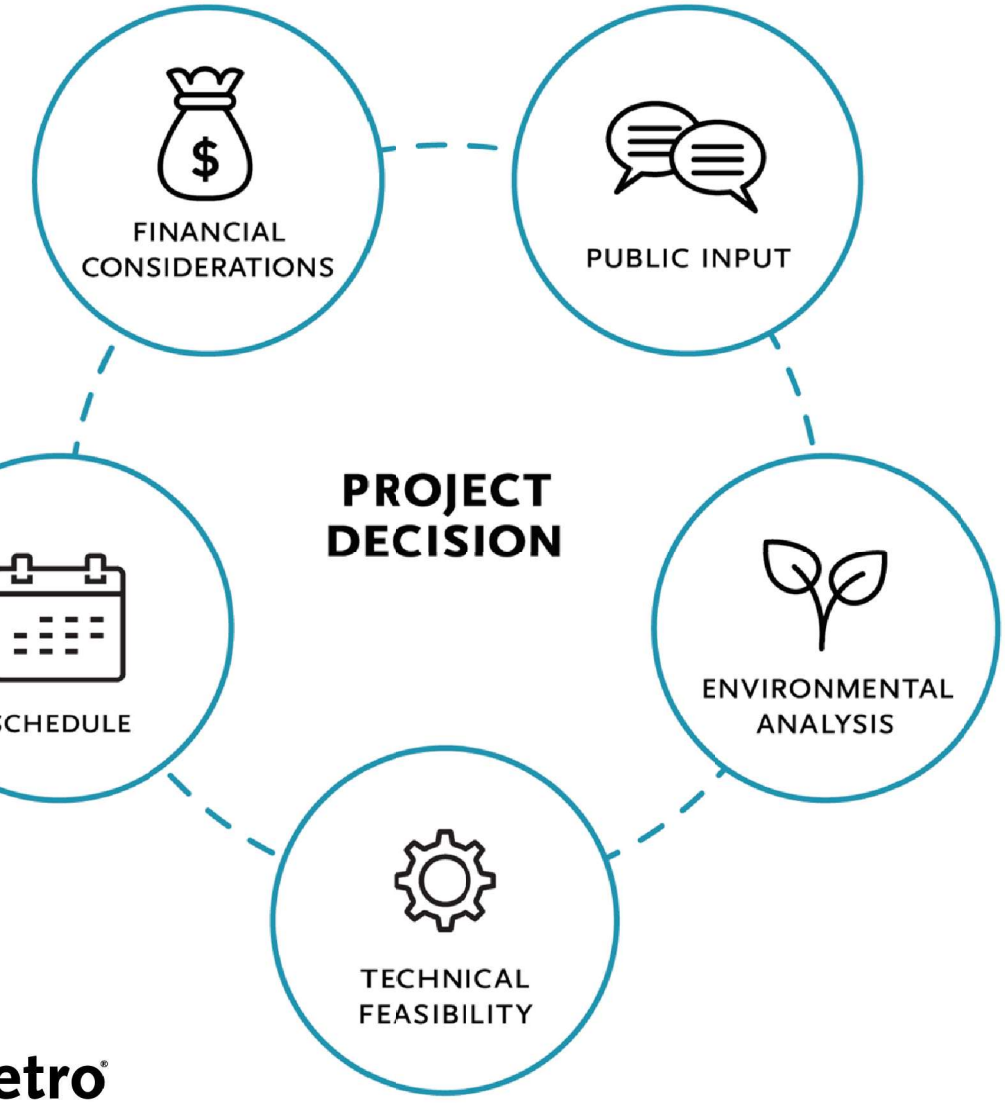


List of Acronyms

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

ject Decision Inputs



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The environmental process will:

> Evaluate the performance and benefits of the alternatives

> Study potential effects of construction and operation

> Identify short-term (construction), long-term (operational) and cumulative impacts of the project on the environment

> Identify and assess potential mitigation measures to address potential significant adverse impacts

ics for environmental study include (CEQA)

Quality

mmunity and Neighborhood

systems and Biological
ources

ergy

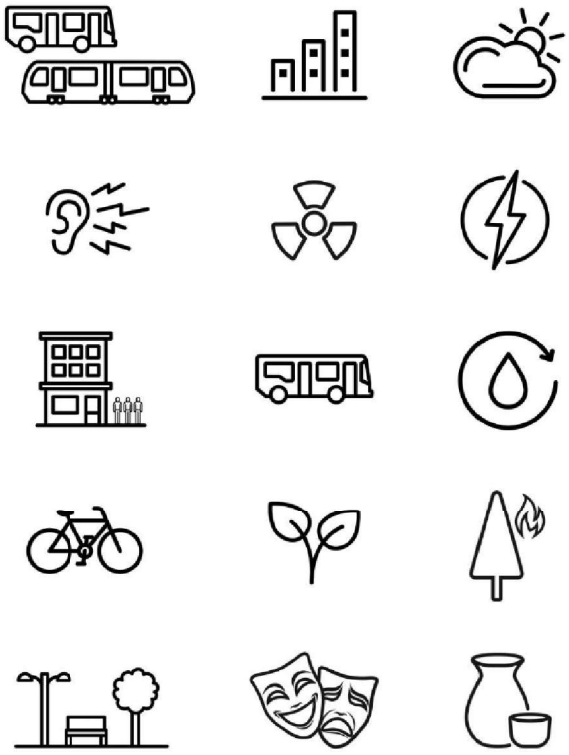
otechnical, Subsurface,
l Seismic Hazards and
ardous Materials

enhouse Gas Emissions

wth Inducement

toric, Archeological, and
eontological Resources

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



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le Range of Questions

ormation being shared *TODAY*

Now available: Proposed station locations, including entrances & connections to other lines

Environmental/PDA Process

Next Steps

Opportunities for Engagement

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

> **Environmental impacts and mitigations**

> **Performance of alternatives**, including:

- Ridership/boardings
- Travel times (end to end and to key destinations)
- Competitiveness for federal funds
- Costs

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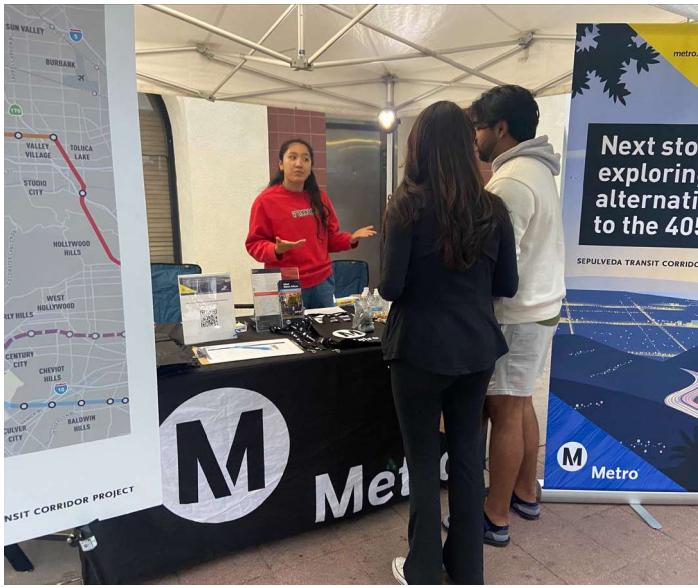
t Steps

ontinue Technical/Environmental Analysis

eep you informed of the environmental view process

ay tuned for ongoing opportunities for mmunity engagement



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y Connected

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CENTRO #1

Descripción del Proyecto y Proceso Ambiental

We're exploring alternatives to the 405.

Estamos explorando alternativas al 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

tro tiene un plan para facilitar el desplazamiento en Los
geles. Incluye la mejora del transporte público. Este
yecto busca brindar una opción de transporte competitiva
de el Valley hasta el Westside.

ro

estro plan entrelaza esfuerzos en cuatro áreas.

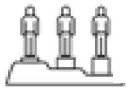
Mejor Transporte

Menos Congestión

Calles Completas

Acceso a la Oportunidad

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

 Equidad Sustentabilidad

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yecto del Corredor de Transporte de Sepulveda

proyecto propuesto creará una
ternativa de servicio de transporte
rroviario confiable y de alta calidad que
nectará el San Fernando Valley y el
estside

das las alternativas tendrán:

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

etro

rnativas del Proyecto

tro está estudiando seis
rnativas de construcción

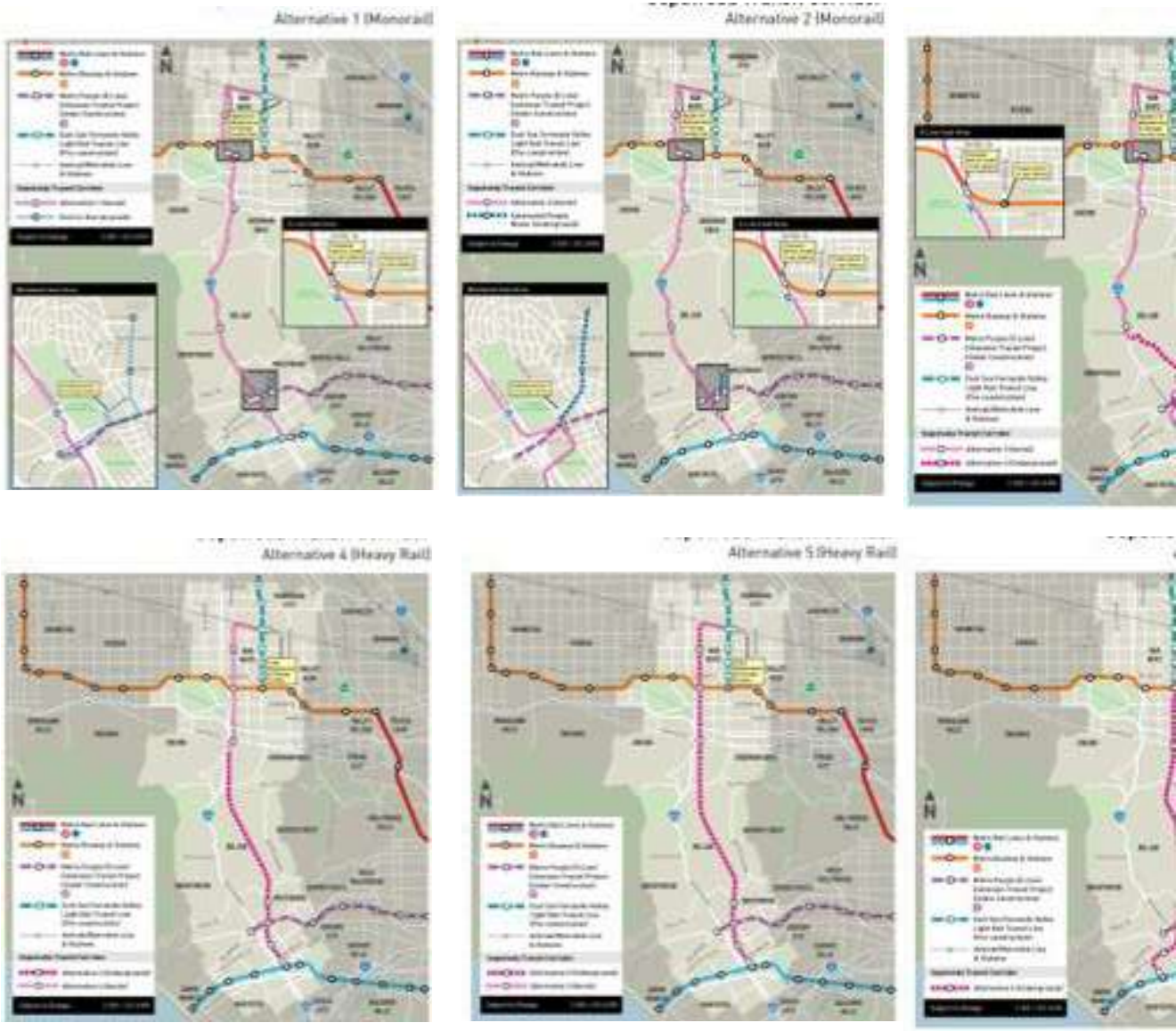
nbién se está estudiando una
rnativa de "no proyecto/no
strucción", tal como requiere
QA/NEPA.

está evaluando en qué medida
a alternativa cumple los
etivos del proyecto

a más información, visite el
en House Center #2 –
ject Alternatives

A Ley de Calidad Ambiental de California (California Environmental Quality Act)
A Ley Nacional de Política Ambiental (National Environmental Policy Act)

etro



Proceso Medioambiental/Próximos Pasos

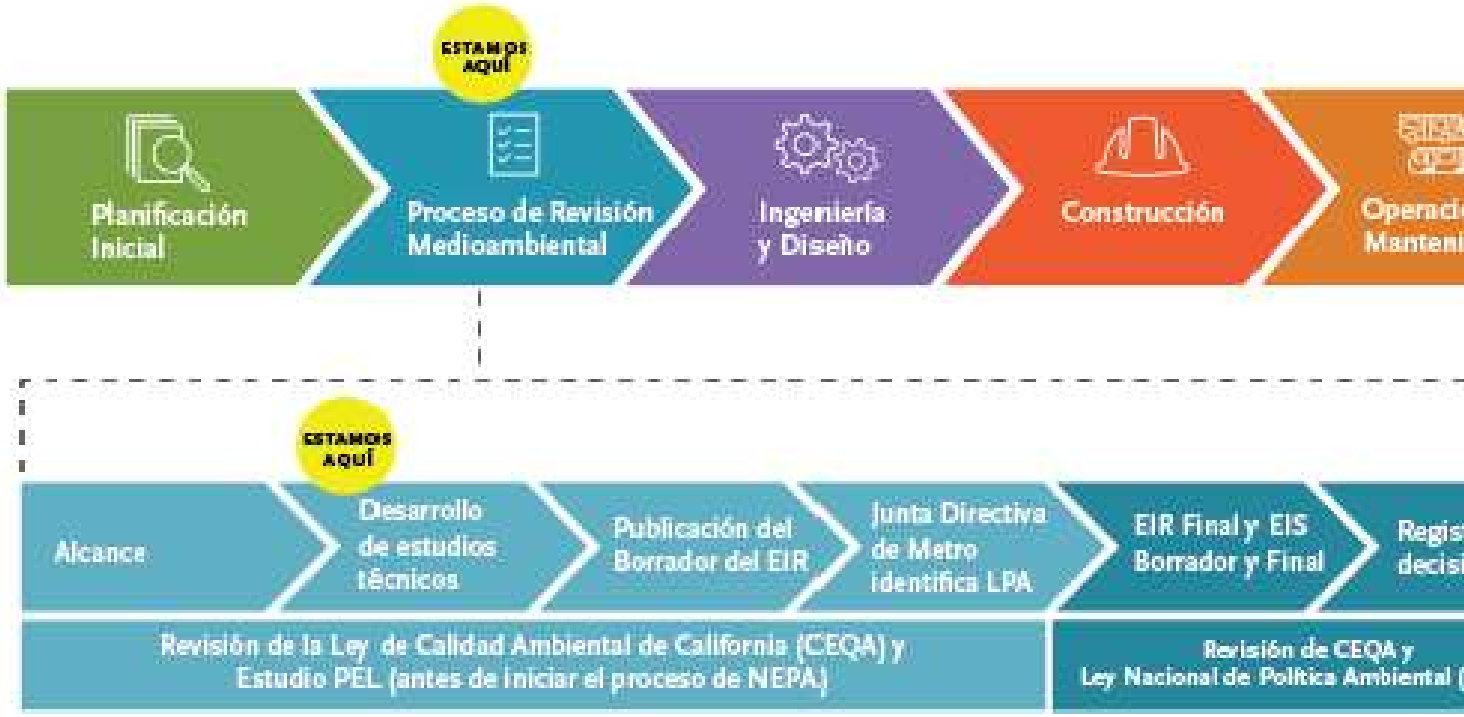
ceso de Revisión Ambiental: Próximos Pasos

tro continúa los estudios técnicos
a la revisión CEQA y al mismo
npo, desarrolla un estudio PEL en
boración con agencias
erales para establecer una
rdinación temprana con agencias
erales que puedan tener un
rés específico en el proceso de
A.

pués de la publicación del DEIR, se
era que la junta directiva de Metro
ccione un LPA.

ntinuación, se prepararán el FEIR y
EIS/FEIS para completar el proceso
A y NEPA.

etro



Lista de acrónimos

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

os Para la Toma de Decisiones del Proyecto

El proceso ambiental incluye:

> Evaluar el rendimiento y las ventajas de las alternativas

> Estudiando los efectos potenciales de la construcción y la operación

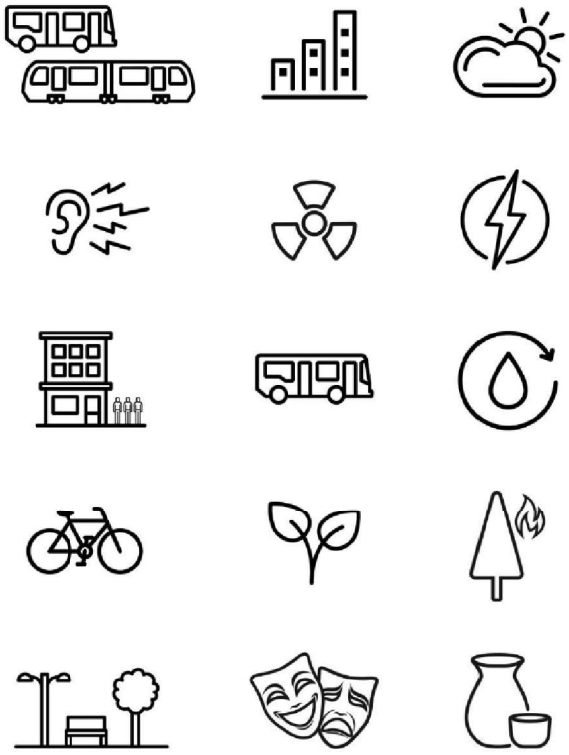
> Identificar los impactos a corto plazo (construcción), a largo plazo (funcionamiento) y acumulativos del proyecto sobre el medio ambiente.

> Identificar y evaluar posibles medidas de mitigación para abordar posibles impactos adversos significativos

nas de estudio ambiental incluye (CEQA)

dad del aire
munidad y vecindario
sistemas y Recursos Biológicos
ergía
sgos geotécnicos, del subsuelo
smicos y materiales peligrosos
isiones de gases de efecto
ernadero
ucción al crecimiento
ursos históricos, arqueológicos
aleontológicos
o y desarrollo del suelo

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



etro

n Variedad de Preguntas

Información que se comparte *HOY*

Está disponible: Ubicación propuesta de as estaciones, incluidas las entradas y las conexiones con otras líneas

Proceso medioambiental/PDA

Próximos pasos

Oportunidades de participación

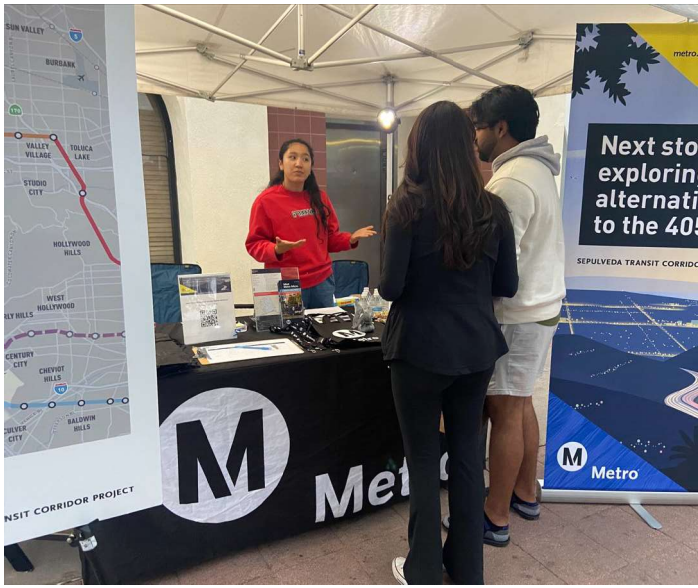
La información se compartirá *A MEDIDA QUE ESTÉ DISPONIBLE A TRAVÉS DEL ESTUDIO*

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

etro

xximos Pasos

- ontinuar el análisis técnico y ambiental
- antenerle informado del proceso de visión ambiental
- té atento a las oportunidades de rticipación de la comunidad



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CENTER #2
Project Alternatives

We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ject Alternatives Overview

tro is studying six
ild" alternatives

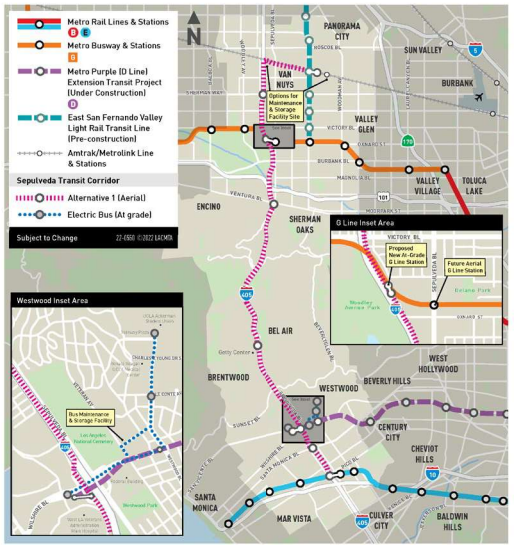
No-Project/No-Build"
rnative is also being
sidered, as required by
QA/NEPA

rnatives are being
luated to determine how
l each meets the project's
ectives

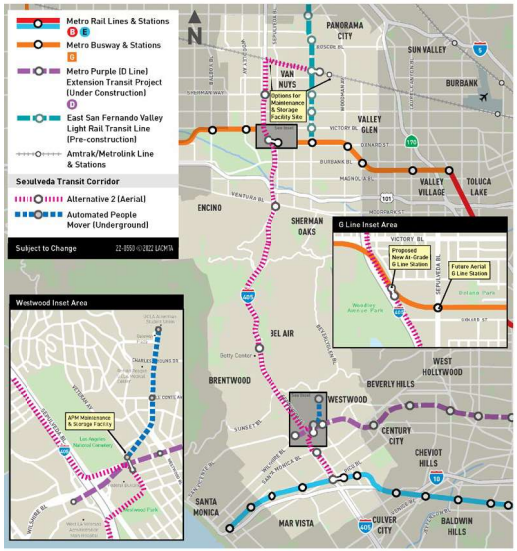
A California Environmental Quality Act
A National Environmental Policy Act

etro

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

nsit Technologies Under Consideration

tro is considering several alternatives, including different transit technologies

ernatives are being evaluated based on how well each meets the project's objectives

Monorail (Automated)

omated trains
car trains during peak period
capacity: 92 passengers
nned peak frequency: 2 min.

Heavy Rail Transit (Automated)

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

Heavy Rail Transit (w/

- Driver-operated trains
- Six-car trains during peak p
- Car capacity: 133 passenge
- Planned peak frequency: 4

etro

rnative 1: Monorail with aerial alignment in 5 corridor and electric bus connection to UCLA

ode: **Monorail (Automated)**

ngth: 15.3 miles (aerial)

of Stations: Eight (aerial)

- Van Nuys Metrolink Station
- Sherman Way
- Metro G Line
- Ventura Bl
- Getty Center
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda

ectric bus connection: from D Line (Purple) estwood/VA Station to UCLA

onorail MSF* options:

- East of I-405 south of Metrolink VC Line tracks
- East of Van Nuys Metrolink Station

ectric bus MSF* at existing UCLA BruinBus facility r alternative location)

etro *MSF Maintenance and Storage Facility

rnative 2: Monorail with aerial alignment in 5 corridor and underground APM connection to UCLA

ode: **Monorail (Automated)**

ngth: 15.8 miles (aerial)

f Stations: Eight (aerial)

- Van Nuys Metrolink Station
- Sherman Way
- Metro G Line
- Ventura Bl
- Getty Center
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda

derground APM* connection to UCLA and Westwood

age: Three underground stations: Wilshire Bl/UCLA Lot Le Conte Avenue, UCLA Gateway Plaza

norail MSF** options:

East of I-405 south of Metrolink VC Line tracks
East of Van Nuys Metrolink Station

M MSF underground below UCLA Lot 36

etro®

*APM Automated people mover
**MSF Maintenance and Storage Facility

rnative 3: Monorail with aerial alignment in I-405 corridor & erground alignment between Getty Center/Wilshire Bl

ode: **Monorail (Automated)**

ngth: 16.2 miles (aerial/underground)

f Stations: Nine (seven aerial, two *underground*)

- Van Nuys
- Metrolink Station
- Sherman Way
- Metro G Line
- Ventura Bl
- Getty Center
- *UCLA Gateway Plaza (underground)*
- *Wilshire Bl (Metro D Line) (underground)*
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda

derground alignment between the Getty Center d Wilshire Bl

onorail MSF* options:

East of I-405 south of Metrolink VC Line tracks
East of Van Nuys Metrolink Station

etro *MSF Maintenance and Storage Facility

rnative 4: Heavy rail with underground alignment S. of tura Bl & aerial alignment gen. along Sepulveda Bl in SFV

ode: **Heavy Rail Transit (Automated)**

ngth: 14 miles (aerial/underground)

f Stations: Eight (four aerial, four underground)

rial Stations:

- Van Nuys
- Metrolink Station
- Sherman Way
- Metro G Line
- Ventura Bl

Underground Stations:

- UCLA Gateway Plaza
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda

derground alignment south of Ventura Bl

SF* west of Woodman Av south of Metrolink ntura County Line railroad tracks

etro *MSF Maintenance and Storage Facility

rnative 5: Heavy rail with underground alignment including
w Sepulveda Bl in the San Fernando Valley

ode: **Heavy Rail Transit (Automated)**

ngth: 14 miles (underground)

f Stations: Eight (one aerial, seven underground)

l Station (one):
an Nuys
etrolink Station

Underground Stations (seven):

- Sherman Way
- Metro G Line
- Ventura Bl
- UCLA Gateway Plaza
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda

SF* west of Woodman Av south of Metrolink
ntura County Line railroad tracks

etro

*MSF Maintenance and Storage Facility

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

ode: **Heavy Rail Transit (w/Driver)**

ngth: 12.6 miles (underground)

f Stations: Seven (underground)

- Van Nuys Metrolink Station
- Metro G Line
- Ventura Bl
- UCLA Gateway Plaza
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Bundy

SF* west of Woodman Av south of Metrolink
ntura County Line railroad tracks

*MSF Maintenance and Storage Facility

Project/No-Build Alternative

No-Project/No-Build" alternative
es all existing highway and transit
es and facilities, as well as other transit
ghway projects scheduled to be
tional by 2045.

etro

y Connected

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@metrolosangeles

losangelesmetro

etro

Centro #2
Alternativas del proyecto

We're exploring alternatives to the 405.

Estamos explorando alternativas al 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ón general de Alternativas del Proyecto

tro está estudiando sies
ernativas de construcción

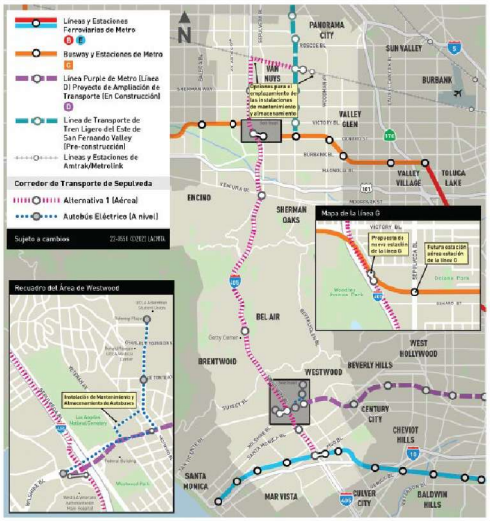
bién se está estudiando
alternativa de "no
strucción", tal como
uiere CEQA/NEPA.

stá evaluando en qué
dida cada alternativa
nple los objetivos del
yecto

A Ley de Calidad Ambiental de California
A Ley Nacional de Política Ambiental

etro®

ALTERNATIVA 1



ALTERNATIVA 2

ALTERNATIVA 3

ALTERNATIVA 4

ALTERNATIVA 5

ALTERNATIVA 6

nologias de transporte consideradas

tro está considerando varias alternativas incluyendo diferentes tecnologias de transporte

alternativas se están evaluando enfunción de qué tan bien cada una cumple con los objetivos del yecto.

onorriel (Automatizado)

nes automatizados
nes de seis vagones durante horas pico
a vagón con capacidad de pasajeros
cuencia planeada: 2 utos

Transito Ferroviario Pesado (Automatizado)

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

Transito Ferroviario Pesado Conductor)

- > Trenes operados por un co
- > Trenes de seis vagones dur horas pico
- > Cada vagón con una capaci 133 pasajeros
- > Frecuencia planeada: 4 mi

rnativa 1: Monorriel con alineación aérea en el corridor a I-405 y conexión a autobus eléctrico a UCLA

do: **Monorriel (Automatizado)**

gitud: 15.3 millas (aérea)

e estaciones: Ocho (aérea)

- Estación Van Nuys de Metrolink
- Sherman Way
- Línea G de Metro
- Ventura Bl
- Getty Center
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

exión a autobús eléctrico: Desde la Estación Westwood/VA CLA de la Línea D (Morada o Purple, en inglés)

iones de Monorriel MSF*:

l este de la I-405 al sur de las vías de la Línea VC e Metrolink

l este de la estación Van Nuys de Metrolink

nacenamiento y mantenimiento (MSF*) de Autobús eléctrico as instalaciones existentes de UCLA BruinBus (o ubicación al nativa)

etro

*MSF: Instalación de mantenimiento y almacenamiento

ativa 2: Monorriel con alineación aérea en el corredor de la I-405 y ión subterránea APM a UCLA

do: **Monorriel (Automatizado)**

gitud: 15.8 millas (aérea)

f Stations: Ocho (aérea)

- Estación Van Nuys de Metrolink
- Sherman Way
- Línea G de Metro
- Getty Center
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

nexión Subterráneo APM*a UCLA y Westwood Village: Tres aciones subterraneos: Wilshire Bl/UCLA Lote 36, Le Conte Av, LA Gateway Plaza

ciones de instalación de almacenamiento y mantenimiento del m rriel (MSF**):

- Al este de la I-405 al sur de las vías de la Línea VC de Metrolink
- Al este de la estación Van Nuys de Metrolink

M MSF** subterraneo debajo de lote 36 de UCLA

etro

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

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

do: **Monorreil (Automatizado)**

gitudo: 16.2 millas (aérea/ subterránea)

e estaciónes: Nueve (siete aérea, dos *subterránea*)

- Estación Van Nuys de Metrolink
- Sherman Way
- Línea G de Metro
- Getty Center
- *UCLA Gateway Plaza (subterránea)*
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

eación subterránea entre el Getty Center y Wilshire Bl

ciones de instalación de mantenimiento y almacenamiento del norriel (MSF*):

- Al este de la I-405 al sur de las vías de la Línea VC de Metrolink
- Al este de la estación Van Nuys de Metrolink

etro® *MSF: Instalación de mantenimiento y almacenamiento

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

do: **Transporte Ferroviario Pesado (Automatizado)**

gitud: 14 millas (aérea /subterránea)

e estaciónes : Ocho (cuatro aérea, cuatro subterránea)

aciones aérea:

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

Estaciones subterráneas:

- *UCLA Gateway Plaza*
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

eación subterránea al sur de Ventura Bl

F* al oeste de Woodman Av al sur de las vías de tren de Metrolink a línea divisoria del condado de Ventura

etro

*MSF: Instalación de mantenimiento y almacenamiento

ativa 5: Ferrocarril pesado con alineación subterránea incluyendo a lo largo de veda Bl en San Fernando Valley

do: **Transporte Ferroviario Pesado (Automatizado)**

gitud: 14 millas (subterránea)

e estaciónes : Ocho (una aérea, siete subterránea)

ón Aérea (una):
tación Van Nuys
e Metrolink

Estaciones subterráneas (siete):

- Sherman Way
- Línea G de Metro
- Ventura Bl
- UCLA Gateway Plaza
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

F* al oeste de Woodman Av, al sur de las vías de tren de trolink en la línea divisoria del condado de Ventura

etro

*MSF: Instalación de mantenimiento y almacenamiento

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

do: **Transporte Ferroviario Pesado (con Conductor)**

gitude: 12.6 millas (subterránea)

e estaciónes: Siete (subterránea)

- Estación Van Nuys de Metrolink
- Línea G de Metro
- Ventura Bl
- UCLA Gateway Plaza
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Bundy de Metro

F* al oeste de Woodman Av al sur de las vías de tren
Metrolink en la línea divisoria del condado de Ventura

etro *MSF: Instalación de mantenimiento y almacenamiento

lternativa de no Proyecto/no construcción

ernativa de “no proyecto/no construcción”
e todos los servicios e instalaciones de
eras y transporte existentes, así como los
ctos de transporte y carreteras programados
star operativos para el 2045.

etro

nténgase conectado

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etro

CORREDOR DE TRANSPORTE DE SEPULVEDA

Formulario de opinión sobre las estaciones del proyecto

¿Sobre qué estación le gustaría dar su opinión?

- ☐ Estación de Van Nuys Metrolink/Amtrak
- ☐ Estación de Sherman Way
- ☐ Estación de Metro G Line (Orange)
- ☐ Estación de Ventura Blvd
- ☐ Estación de Getty Center
- ☐ Estación de UCLA Gateway Plaza
- ☐ Estación de Wilshire Bl / Metro D Line (Purple)
- ☐ Estación de Santa Monica Blvd
- ☐ Estación de Metro E Line (Expo)

¿Sus comentarios se refieren a una alternativa específica?

- ☐ Todos
- ☐ Ninguna
- ☐ Alternativa 1
- ☐ Alternativa 2
- ☐ Alternativa 3
- ☐ Alternativa 4
- ☐ Alternativa 5
- ☐ Alternativa 6

Envíe sus comentarios abajo:

Consideraciones esenciales: ubicación de las estaciones, conexiones con las líneas de transporte público, ubicación de las entradas

Primer nombre: _____

Apellido: _____

Afiliación: _____

Código postal: _____

Correo electrónico: _____

Metro

Contáctenos

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

SEPULVEDA TRANSIT CORRIDOR PROJECT

Fall 2023
Community Meetings
Summary Report

December 2023

Metro

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1.0 INTRODUCTION

1.1 Overview

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

1.2 Community Meetings

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

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

Table 1-1 Open House Locations

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

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

2.0 COMMUNICATION RESOURCES

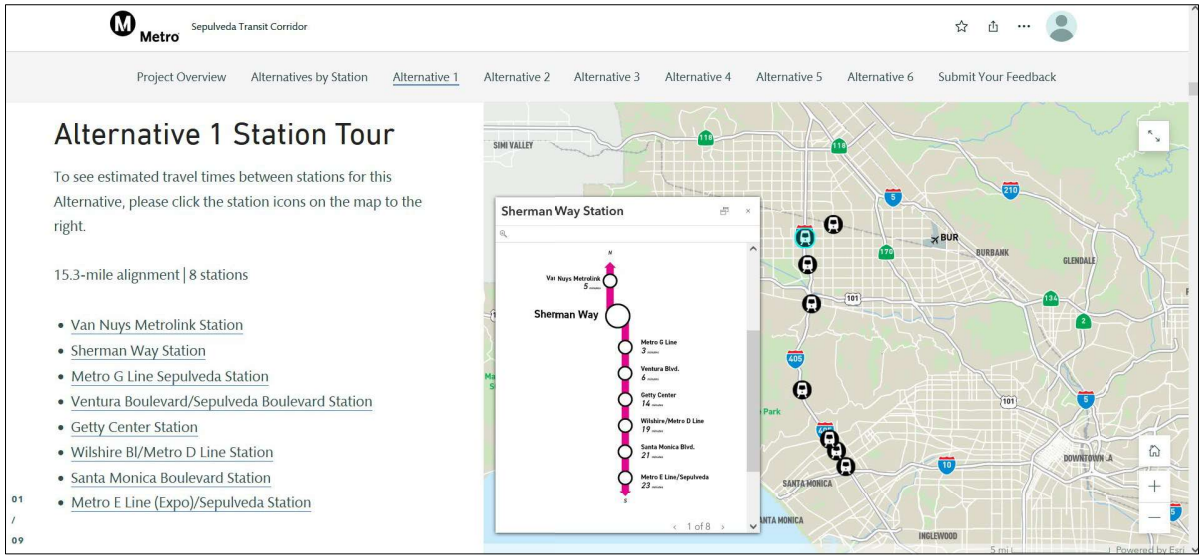
2.1 Website

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

2.2 Virtual Interactive Tool (StoryMap)

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

FIGURE 1. INTERACTIVE STATION STORYMAP



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

2.3 In-Person Community Meeting Materials & Resources

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

2.3.1 Community Meeting Guide

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

2.3.2 Project Fact Sheet

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

2.3.3 Comment and Q&A Card

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

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

2.3.4 Nearby Project & Other Fact Sheets

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

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

2.3.5 Environmental Review Video

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

3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY OPEN HOUSES

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

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

Table 3-1 Summary of Briefings

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

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

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

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

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

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

3.1 Pop-Up Events

General Project Awareness

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

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

Table 3-2 Summary of General Awareness Pop Ups

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

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

Community Meetings Outreach

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

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

Table 3-3 Summary of Pop Ups

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

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

4.0 NOTIFICATION FOR COMMUNITY MEETINGS

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

4.1 Community-Based Organization Partnerships

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

4.1.1 Door-to-Door Distribution

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

4.1.2 Public Counters

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

4.1.3 Transit Intercept Outreach

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

San Fernando Valley

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

Westwood

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

4.2 Business Corridor Outreach

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

Table 4-1 Business Outreach Corridors

Valley Corridor	Westside Corridors
1. Orange Line Zone 2. Van Nuys/Victory 3. Van Nuys/Vanowen St. 4. Van Nuys/Sherman Wy 5. Sepulveda/Sherman Wy 6. Saticoy/Van Nuys	1. Wilshire Bl, Westwood 2. Motor Av, Palms 3. S Centinela Av, Del Rey

4.3 Social Media

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

4.4 E-blasts

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

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

Table 4-2 Community Meeting & Feedback E-Blasts

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

4.5 Extended Outreach Toolkit

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

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

4.6 Earned Media

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

Table 4-3 Media Coverage from October-November 2023

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

5.0 COMMUNITY MEETINGS

5.1 Overview of the Community Meetings

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

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

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

The table below provides the community meeting schedule.

Table 5-1 Community Meeting Locations

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

5.2 Format for In-Person Community Meetings

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

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

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

Table 5-2 In-Person Community Meeting Centers

Sta. No.	Topic	Display	Description
0	**Welcome/ Refreshments**	*Display Boards* • Welcome • Community Mtg. Guidelines *Handouts* • Open House Guide • Feedback form • Q&A card • Project fact sheet	Guests received greetings from the outreach staff, were encouraged to sign in and received a packet of informational handouts.
1	**Metro Has a Plan/ Environmental Overview**	*Screen with overview information and environmental process (English/Spanish)*	Overview of information regarding Metro's plan and the environmental process were shown on a loop in this section
2	**Sepulveda Pass Express Lanes**	*Three Screens* • *Project Overview* • *StoryMap #1* • *StoryMap #2* *Two Roll Plots*	Overview of Project Story Map and project area
3	**Traffic Reduction Study**	*Three Screens* • *Why TRS* • *Concept area maps, selection process, performance metrics and infographics* • *Equity strategy and reinvestment* *Four Posters* • *Congestion Pricing Case Studies (1)* • *Personal Narratives (3)* *Survey*	Overview of project information and project maps were shown in this center.

4	**Sepulveda Transit Corridor**	*Three Screens*
		• *Project Overview*
		• *StoryMap #1*
		• *StoryMap #2*
		• *Project Boards*
		  ○ *Study Area*
		  ○ *Alternatives*
			Overview of Project Story Map was shown in this center and project boards that outlined project study area and project alternatives were displayed.

5	**Presentation Area**	*Projector/Screen with PowerPoint Presentation*	Seating for approximately 50-100 was designated in this area to allow for attendees to hear the presentation and Q&A

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

5.3 Format for Virtual Community Meeting

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

5.4 Summary of Public Participation

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

Table 5-3 Summary of Open House Participation

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

Van Nuys Open House – Notable Attendees:

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

Westwood Open House – Notable Attendees:

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

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

Virtual Open House – Notable Attendees

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

6.0 PUBLIC FEEDBACK

6.1 Quantity/Type of Feedback Received

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

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

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

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

6.2 Feedback by Location

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

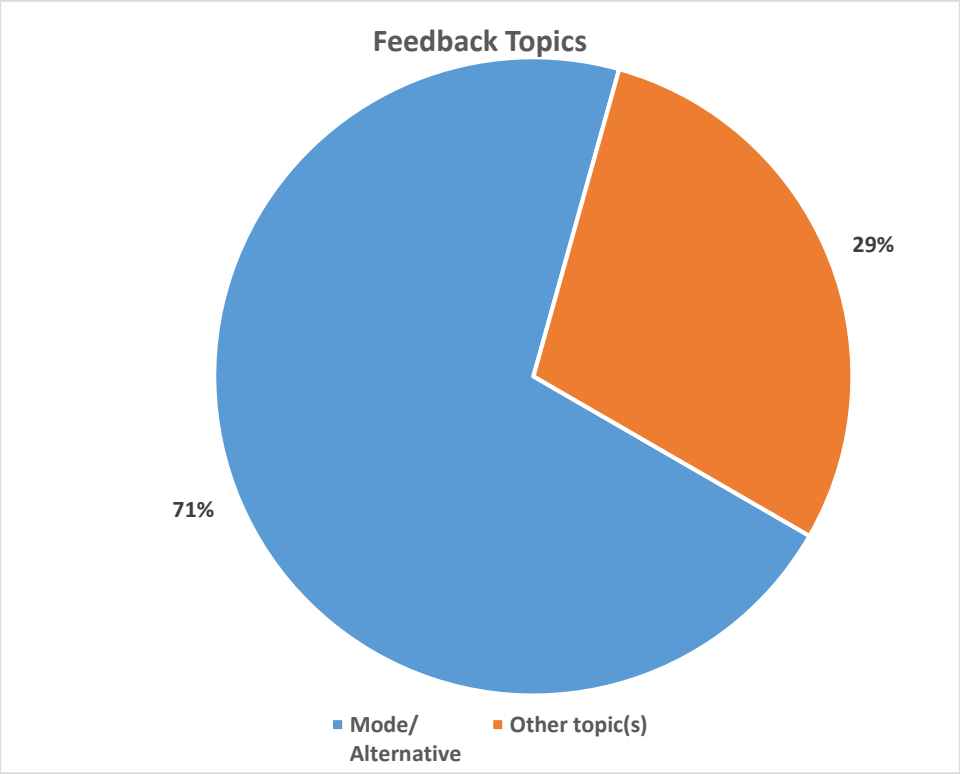
Feedback came from 162 different zip codes throughout Los Angeles County and beyond. The top five zip codes below accounted for 100+ of the submissions (~20% of all submissions with zip codes):

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

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

6.3 Key Themes

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

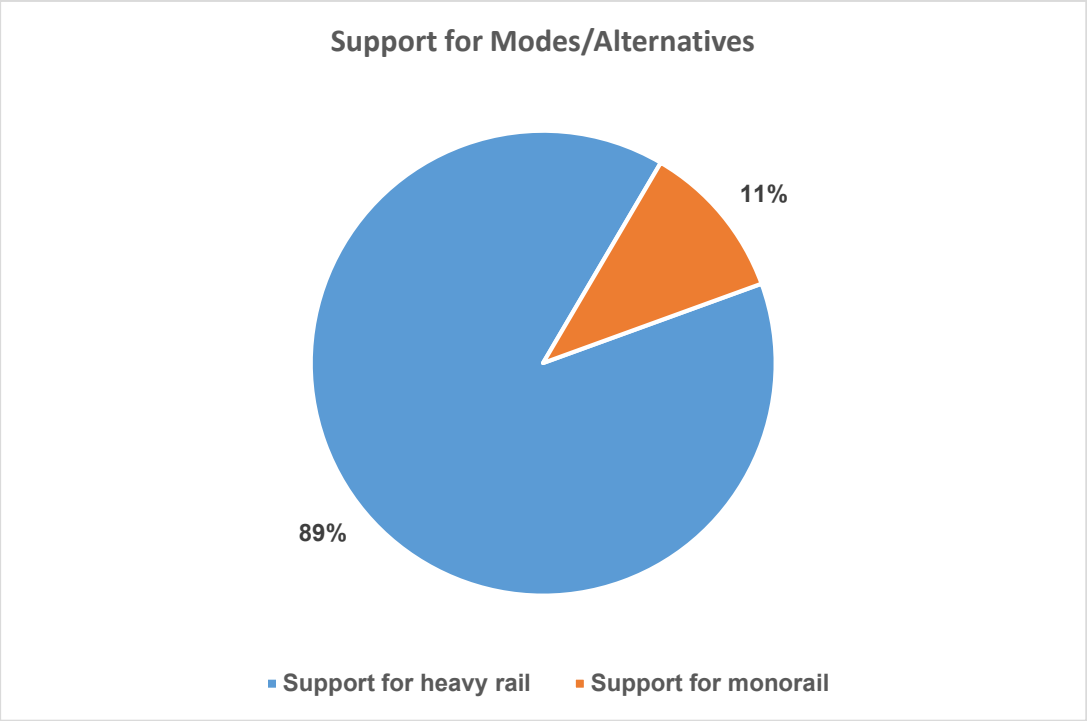


Other topics of note included the following:

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

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

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



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

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

7.0 NEXT STEPS

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

Sepulveda Transit Corridor
Fall 2023 Community Meetings
Appendices

Appendix A

Social Media

Appendix A.1
Social Media Posts

Social Media

Appendix A.1

Metro Los Angeles

October 24 ·

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

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

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

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

A brief description of each project:

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

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

Project web page: metro.net/sepulvedacorridor

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

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

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

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

In-Person Community Meetings:

Sepulveda Combined Project Fall Meeting on all 3 projects
Tuesday, Oct. 24, 2023, 5:30 - 8 p.m., Westwood United Methodist Church, 10497 Wilshire Blvd, Los Angeles, CA 90024

Sepulveda Combined Project Fall Meeting on all 3 projects
Saturday, Oct. 28, 10 – 12:30 p.m., Marvin Braude Constituent Center, 6262 Van Nuys Blvd, Van Nuys, CA 91401

Traffic Reduction Study Meeting
Monday, Oct. 30, 5 - 7 p.m., Metro Gateway Headquarters, Plaza Level, One Gateway Plaza, Los Angeles 90012

Virtual Community Meetings:

I-405 Sepulveda Pass ExpressLanes
Monday, Oct. 30, Noon
Zoom link: tinyurl.com/405EXP
Webinar ID: 899 7243 4900
Call-in number: 669.444.9171

Sepulveda Transit Corridor Project
Wednesday, Nov. 1, 6 p.m.
Zoom link: bit.ly/SepulvedaNov1
Webinar ID: 828 7236 2799
Call-in number: 669.900.6833

Traffic Reduction Study
Monday, Nov. 6, Noon
Zoom link: https://bit.ly/TRS1162023
Webinar ID: 885 3966 0629
Call-in number: 213 338 8477

I-405 Sepulveda Pass ExpressLanes
Wednesday, Nov. 8, 6 p.m.
Zoom link: tinyurl.com/405EXP-2
Webinar ID: 899 7243 4900
Call-in number: 669.444.9171

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

71 15 comments 8 shares

Like Comment Share

PUEBLOYSALUD
Posts
puebloysalud
SEPULVEDA
TRASIT CORRIDOR PROJECT
Thank You for Joining Us!
Thank you again to the community members who joined us at our in-person and virtual community meetings.
We encourage you to provide feedback by November 30, 2023 by scanning the QR Code below.
Stay Connected
TO LEARN MORE ABOUT THE PROJECT, VISIT OUR WEBSITE, EMAIL US AT SEPULVEDATRANSIT@METRO.NET OR CALL OUR PROJECT INFORMATION LINE AT 213.922.7375.
Liked by midniter10 and 20 others
puebloysalud The recording of the virtual meeting held on Nov. 1 is available at: https://t.ly/sOXwR
We would love to hear your feedback

PUEBLOYSALUD
Posts
EL PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVEDA
¡Gracias por participar!
Gracias a los miembros de la comunidad que nos acompañaron en nuestras reuniones comunitarias.
Le recomendamos que envíe sus comentarios a lo más tarde del 30 de Noviembre de 2023 escaniendo el código QR.
SCAN
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.
Liked by midniter10 and 20 others
puebloysalud The recording of the virtual meeting held on Nov. 1 is available at: https://t.ly/sOXwR
We would love to hear your feedback 💙
La grabación de la reunión virtual celebrada el 1 de Noviembre está disponible en: https://t.ly/sOXwR
Nos encantaría recibir sus comentarios 💙
November 16 · See translation

Appendix B

Public Feedback

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Westside Open House Input Forms

Appendix B.1

Next stop: your feedback.

DATE: 10/24/23

LOCATION:

MY FEEDBACK IS REGARDING: ☑ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

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

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

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☑ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

STC: Please Support Alternat
4 because of ridership potential
& Coverage of San Fernando Valley.
~~4~~ 5 & 6 are also good heavy rail plans
405: Please consider a Contraflow
lane if space is limited.

- Please Support extending STC
to Culver City & LAX

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☑ Traffic Reduction Study

I strongly support Alternatives 4-6 for their direct access to the UCLA campus. The ridership numbers showcased today, especially for Alternatives 4-6, which are clearly more efficient by their higher numbers. It's Metro's responsibility to serve as many people as possible. Especially with gro expectations by the state for UCLA, it's importa to best serve the campus

Metro

Next stop: your feedback.

DATE:

LOCATION:

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

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

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I choose option 5 and 6 to support the UCLA student population. Heavy rail is faster and better for students with accessibility needs! (westwood is not ~~fully~~ accessibity friendly)

Metro

Next stop: your feedback.

DATE: 10/24

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

We need heavy rail. Alternatives 4, 5, & 6 are clearly superior. We need to be building transit for the long term, and that means the lowest travel time is the most important metric. Option 5 is the best.

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Out of all the options I support is opt. 4. It matches the density well and allows cheaper cost overall

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I belive heavy rail is the best option. Mono rail has many negative outcomes but is better for billionairs. Heavy rail is much more accesible for all

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Clearly, with these ridership and travel time numbers, Alternatives 4, 5, 6 are the best options. Metro needs to make the clear right choice for transit riders and people in LA, and that means selecting the alternative where the STC will be maximized to its full potential.

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I just want to give a huge shoutout to all LA Metro staff and commandate them on all their work! Personally, I encourage you guys to choose Alternative 5 in terms of rail for the Sepulveda Corridor. But keep up all the great work!

Metro

Next stop: your feedback.

DATE: 10/24 **LOCATION:** westwood

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

- The Transit Corridor Westside terminus needs to be at Sepulveda station because it connects to the Culver City 6 bus that goes to the airport
- The rail cars need to be interchangeable w. the existing lines
- ~~Not~~ Avoiding Bel Air could avoid endless litigation
- None of this matters if we don't improve bus reliability. People's destinations are not always close to a train station

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I am heavily in favor of Alt. 4-6. The ~~ridersl~~ ridership forecasts are significantly higher for these alternatives & the public is overwhelmingly in favor of the heavy rail alternative. Alternatives 4-6 are in the best interests of the people, not just the money.

Metro

Next stop: your feedback.

DATE: 10/24/2023 **LOCATION:** Westwood

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

As a constituent & UCLA student, I am in support of a heavy rail option w/ a stop at UCLA (4-6) Gateway Plaza and direct connection to the B-line. This option would help us students travel conviniently & efficiently. I do not support any look into widening the freeway as it can take a longer time & has enviro outcomes on the community surrounding it.

Metro

Next stop: your feedback.

DATE: 10/24/23 **LOCATION:** Westwood

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I am writing to support the Heavy Rail alternatives for the Transit Corridor. Public transit should serve as ~~many~~ much of the public as possible, and as your ridership estimates showed, the heavy rail alternatives would allow for the greatest ridership and access — especially for UCLA students, faculty, and employees. Effective, reliable public transit that fully connects to the rest of Metro is critical to ensuring equitable access for students to reach housing, employment and recreation.

Metro

Next stop: your feedback.

DATE: 10/24/23

LOCATION: Westwood united methodist Church

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I'm a student at UCLA and resident of Westwood. I am strongly in favor of a heavy rail option (4-6).

As someone who grew up in the San Fernando Valley, I had no choice but to move to Westwood in order to continue my studies at UCLA. Being a commuter in Los Angeles is a burden, especially traveling from SFV and Westwood. It's not affordable.

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Please build Alternative 5
Thank you very much for your time!

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

1. PLEASE bring back 788
2. PLEASE bringback 750
3. PLEASE bring increased bus frequency on the Orange
4. MORE SECURITY/RESTROOM

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Study

As a current UCLA student, I'd like to express my support for Heavy Rail Alternatives 4-6. The necessity for a direct stop on the UCLA campus is great for thousands of students and staff who would benefit, and the travel times, ridership projections, and potential to interline trains with the D Line also reflect this. In spite of the higher costs, I implore Metro to consider these factors in narrowing/selecting an alternative

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ■ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Thank you for the presentation! After seeing the ridership projections of all 6 alternatives, I really hope you pick Alt 4 or 5 b/c they have the highest ridership!

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Strongly support Alt #4 & #5 for Sulvedg Corridor. It has a direct stop at UCLA without a transfer & has more ~~se~~ integregate transfer with the G & D & G lines. Being undegra provide exclusive right-of-way & a high Capacity of 28,000 ~~cide~~ pph. In contrast Alt #1-3 & very likely have Underestimated costs due to shaky assumption. For example Alt #3 reaures a CALTrans waiver that CALTrans is unlikely to grant. In addition, max capacity is likely around 16,000 pph vs. Alt #5-6's 28,000 pph.

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Please have an alternative that stops by VCLA! There will be ~~~~ so much ridership

Metro

Next stop: your feedback.

DATE: 10/24/2023

LOCATION: Westwood

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

The heavy rail proposals with stops at UCLA are projected to have the fastest travel times, the greatest ridership numbers, and the greatest impact on improving possible distance traveled in an hour. As a UCLA student, ~~these props~~ I know these proposals have the greatest potential for improving students' access to the Valley and the resour of other areas of the city. There is no logic reason for going with the monorail or no project options.

Metro

Next stop: your feedback.

DATE: 10/24/13

LOCATION: Westwood United Church

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

As a UCLA student, I strongly prefer the heavy rail alternatives 4-6 with the direct connection to the Gateway plaza. Furthermore, the reduced rider time & will have exponential benefits. I would love to get in contact with someone involved in the STC project at Metro to help educate UCLA's student body. Please contact me by email.

Metro

Next stop: your feedback.

DATE: 10/24/23 **LOCATION:** Westwood United Church

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Really enjoyed seeing ridership info as well as how much faster you can get in an hour with the STC!! The STC seems like it will drastically reduce commutes. I will personally say that I am very strongly in favor of the heavy rail alternatives 4-6. It seems like they will have so much more capacity which I think is very important. They also are quite a bit faster than the less efficient monorail 1-3 alternatives. As a student at UCLA, having a metro stop on campus would be incredibly helpful for getting around the city!!

Metro

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

Metro

eel Lines) Option 6 (Hard Rail-VN)
is now seemingly the quicke
n path (in terms of time) to WLA
~~Chatsworth, 9/13~~ Initially, I had vote
for Sepulveda stop (Option 4,5) but the
simplest and most expedient wins o

1) Thoughts: Want "405" express lanes" exacerbate th
existing issue
2) Want a monorail ~~over freeway~~
Construction work to happen (e.g. carmageddon)

Next stop: your feedback.

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

As a UCLA student and passionate community member, I believe that alternatives 4, 5, and 6 are the best options for everyone. Seeing the data on ridership and travel time makes it clear that these alternatives are in the best interest of everyone using LA Metro.

Metro

Westside Open House Question Cards

Appendix B.2

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

With the length of this project, timewise, how are you planing on facilitating the newest, greatest rolling Stock possible? I believe Modernerity to be the greatest factor in ensuring this Project stays viable compared to other transit systems. Heavy Rail All The Way!

Technology

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Current Metro stations (and carp) parking lots have a paucity of signage to help riders find their way. Will there be better and more signs in the future?

signage

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☒ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

How will construction affect traffic for each of the alternatives

Construction Impacts

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Is there possible design variations for the HRT routes? Such as moving the elevated portal further ~~South~~ North ?

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Design Changes

Share your questions. Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

How do you explain the difference in boarding for Inbound vs subway? What are the driving assumptions.

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

How were boarding #'s developed?

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Since the travel times and the ridership numbers are clearly superior for the subway options than the monorail option, why continue to waste money studying the monorail options.

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Why continuing study of all 6 options

Share your questions.

DATE: 10/24/23 **LOCATION:** Westwood

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

What were the most popular alternatives in public comment? How important is it for Metro to respect the opinions expressed in public comment?

NAME Stephanie

ORGANIZATION - Refer to report already published

PHONE

EMAIL

MAILING ADDRESS - Public opinion is important factor

CITY, STATE, ZIP

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☑ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

What benefits do the monorail alternatives (1-3) have over the heavy rail alternatives (4-6)? As 4-6 all have higher boarding numbers and faster travel times

Peter – Benefits of alternatives

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

Stephanie

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

☒ SECURITY

Are you studying security concerns alon with all these other plans?

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Security

questions.

Peter - Env. Analysis on rides

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

HOW WILL YOU BE ANALYZING THE ENVIRONMENTAL IMPACTS ON RIDERS WHO ARE FORCED TO BREATHE IN AIR POLLUTANTS & TIRE PARTICLES AT STATIONS HOVERING OVER THE 405 FREEWAY (MONORAIL OPTION 13)

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

@ Peter –

Why don't you tell everyone the truth – any underground solution with tunneling will cost $2B a mile – at 12 miles long thats $24B – you have $8B for this project – with litigation it will cost more – from an economic point of view – monorail makes economic sense and make ridership free for all those who need it

NAME

ORGANIZATION

PHONE

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☒ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

With the obvious difference between Monorail and Heavy Rail Alternatives in projects ridership + speed why is Monorail still being considered? Also why is there no extension to LAX apparently being considered?

NAME

ORGANIZATION

PHONE

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

When (month/year) will DEIR be given to public.

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Already answered

Share your questions.

DATE: 10/23/23 **LOCATION:** Westwood

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

when considering success with each option, what metrics are being prioritized? Ridership? travel times? [redacted] what will be a determining factor?

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☒ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

How will you provide safety to riders?

There are currently several incidents reported on trains that are due to lack of protective services.

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Does one of the alternatives for the Sep. Transit Corridor require taking homes from the Brentwood Colex Neighborhood?

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

Alt 6 Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Have you considered using the alternative 6 route (avoids litigation from people in Bel Air) with a stop at Sepulveda (where one can catch the Culver City 6 bus to the airport

NAME

Share your questions.

Peter

DATE: **LOCATION:** UCLA Riders

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☒ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

Has any survey been done on potential riders at UCLA? What are UCLA's student & faculty bodies' preferences?

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

I've heard about differences between station access/placement in the alternatives that provide a direct stop on the UCLA campus. Can these differences be explained in detail?

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Do the fare collection systems remain the same throughout all the options? What is Metro doing to limit fare evasion?

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 Express Lanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Are you studying changing population patterns of people who may change their residence to the Valley as a result of greater connectivity to the westside? Might that affect housing supply?

MAILING ADDRESS

CITY, STATE, ZIP

Impact on housing supply

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

HOW ARE YOU ANALYZING THE ENVIRONMENTAL IMPACTS ON ROADS WHO WOULD BE WAITING AT STATIONS HOVERING OVER THE 405 FREEWAY - BREATHING IN CAR EXHAUST & TIRE PARTICULANT

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [x] Sepulveda Transit Corridor
- [ ] Traffic Reduction Study

Do These Plans address ↗ Decrease in use due to ↘ REMOTE OFFICES and/or AUTONOMOUS vehicles?

Demand Modelling

Share your questions.

Study together? Timing?

DATE: 10/24/23 **LOCATION:** Westwood VMC #4

MY QUESTION IS REGARDING:

☒ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☒ Traffic Reduction Study

① WHY AREN'T THESE PROJECTS STUDIED ~~AS ONE LARGER~~ TOGETHER FOR PURPOSES OF CEQA?

② WHEN ARE THE ~~DRAFT~~ EIR'S EXPECTED FOR EACH OF THESE?

Share your questions.

DATE: **LOCATION:** Peter

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [x] Sepulveda Transit Corridor
- [x] Traffic Reduction Study

LAST 2 Census SHOWS POPULATION Decrease.

HAVE YOU ACCOUNTED FOR A Decrease IN POPULATION?

NAME

ORGANIZAT

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

$ SCAG Model

Share your questions.

DATE: 10/24/23 **LOCATION:** Westwood UMC

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [ ] Sepulveda Transit Corridor
- [x] Traffic Reduction Study

Q WHO ARE THE PEOPLE AND ADDRESS TO SUBMIT COMMENTS TO THE DRAFT EIR FOR EACH OF THE 3 PROJECTS

NAME

ORGA

PHON

EMAIL

MAILII

CITY, STATE, ZIP

At End (slide)

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- [x] I-405 Express Lanes
- [x] Sepulveda Transit Corridor
- [ ] Traffic Reduction Study

WHICH PROJECT ALTERNATIVES HAVE THE POTENTIAL OF USING EMINENT DOMAIN FOR RIGHT OF WAY (ROW)?

NAM

ORG.

PHOI

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

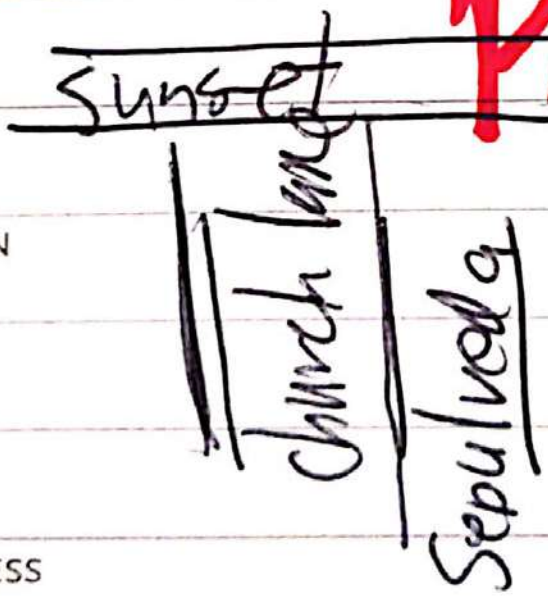
Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [x] Sepulveda Transit Corridor
- [x] Traffic Reduction Study

I live in Brentwood Glen
Is there any construction or land aquisition expected in any project North of the VA, West of Sepulveda and south of sunset



Property Acquisition

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

VA

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☒ I-405 Express Lanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

If you chose one of the monorail alternatives, doesn't that defeat the purpose of the express lanes which are located where the the monorail will go. Seems like it was cost more and waste money for the buildout of express lanes

MAILING ADDRESS

CITY, STATE, ZIP

Monorail + Express Lanes

Valley Open House Input Forms

Appendix B.3

Next stop: your feedback.

DATE:

LOCATION:

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

1a AT WHAT POINT DOES SAFETY BECOME A PRIORITY? IN EFFECT, ENFORCEMENT, CRIME PREVENTION, ETC.

I THINK RIDERSHIP WOULD BE GREATLY ENHANCED IF A TRANSIT COULD BE CONSIDERED SAFE

THE VIOLENT CRIMES - THEFTS, ASSAULTS, ETC. - THAT MAKE THE NEWS DIRECTLY AFFECT A SMALL PERCENT OF RIDERS, BUT THEY INDIRECTLY A A LARGE NUMBER OF POTENTIAL RID

Metro

Next stop: your feedback

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I'm glad Metro has provided ridership and speed information for the STC alternatives. I still believe that alternatives 4, 5, and 6 are the best alternatives, and want to express my support for them.

Metro

Next stop: your feedback

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

For all project ~~dtd~~ alternatives - how will they/Metro approach possible incorporation of multi-modal concepts (i.e. bike share, scooter share, etc.) into station design/ station parking?

Metro

Next stop: your feedback

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Stud

Have you considered making
easier to get from Encino to
the rail line faster? It to
too long by bus, and taki
a bike/rideshare wouldn't
ideal.
I think a great idea wou
be to add parking facilitie
east of the 101/405
crossover to get on the stop

Metro

Next stop: your feedback.

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

I was a commuter between the Valley and UCLA. Traffic slowed the bus to a crawl. I think a heavy rail path (Alternative) would be the ideal solution to provide an alternative transportation path

Metro

Next stop: your feedback.

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor ☐ Traffic Reduction Stud

I support heavy rail.
I also want the stations away from car traffic and dedd center of the city. Green line station freeway has damaged my hearing.

Why are we considering a mono rail? Mono rail is a train with only one track and much more expensive. Do we live in a Simpsons universe?

Metro

Next stop: your feedback.

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

For ~~[illegible]~~ all alternatives - how will each partner approach prop. acquis and potential TOD into station design acquired plots of land adjacent ~~[illegible]~~ to stations?

Metro

Next stop: your feedback.

DATE: 10/28/23

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes

LOCATION:

☒ Sepulveda Transit Corridor ☐ Traffic Reduction Stu

I am Supporting Alt. #5. It will provide the most capacity for this community. I would like to know if Metro can consider a one~~-ride~~ ride for the ~~E~~ ~~*~~ North riders.

Metro

Next stop: your feedback

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☒ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Stud

I would prefer not to see
HOT Lanes on the 405 until
there are more ways to comm
to W. LA from the SFV or No
LA County / Ventura County.
the people subject to the fees &
longer commutes will be peop
who will lose more tim
with family — these people ca
priced out of LA city. Don't mak
it worse.

Metro

Próxima parada: sus comentarios.

ECHA:

UBICACIÓN:

LO OPINIÓN ES ACERCA DE: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☒ Traffic Reduction Study

This project needs more outrea
into high needs communities
we information on what the impa
will be in needed. The
Community most impacted by
economic hardship should not
be paying to go to work.

Metro

Next stop: your feedback.

TE:

LOCATION:

FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor ☐ Traffic Reduction Study

TRANSIT OPTIONS HAVE BEEN SPOKEN AB
SINCE 1980'S WITH 2030 PROJECTED.
NOW NOTHING WITH 2045 PROJECTED.
NONE OF US WILL BE AROUND BY THE T
ANYTHING IS POSSIBLY DONE.
INTERCONNECTIONS ARE SO BAD MOST
PEOPLE WILL STILL DRIVE EXCEPT FOR
SMALL NUMBER DIRECTLY OFF STOPS.
LAST MILE OPTIONS GENERALLY DON'T
WORK ON EITHER END. PEOPLE USE
WHAT'S MOST CONVENIENT & IT'S NOT
1ST & LAST MILE OPTIONS

Metro

Next stop: your feedback

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☒ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☒ Traffic Reduction Stu

TRAFFIC LANES ALREADY TO
NARROW. MAKING THEM NARROWER
ONLY INCREASE ACCIDENTS. ESPECIALLY
CAR/TRUCK AS NOT ALL TRUCKS ARE
IN RIGHT LANE
NO SHOULDER IN MOST PLACES SO
METRO TOW TRUCKS & EMERGENCY
VEHICLES CAN'T GET THROUGH

Metro

Next stop: Your feedback

DATE:

LOCATION:

MY FEEDBACK IS REGARDING: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☒ Traffic Reduction St

JUST ANOTHER WAY TO SCREW US
LIVING IN THE VALLEY
NOT ALL OUR DESTINATIONS CAN B
GOTEN TO BY TRANSIT OR ARE BET
THE TRANSPORTATION CORRIDOR
THE VALLEY HAS BEEN SCREWED O
IN EVERY METRO PROJECT
ORANGE LINE DOESN'T WORK - BUSES H
LESS TIEN A TRAIN CAR + CAN BE ATTAC
TO HOLD MORE. CAN DRIVE ACROSS VALLE
IN HALF THE TIME

Metro

Next stop: your feedback.

BAD BUS LANE POLICIES

ATE:

LOCATION:

Y FEEDBACK IS REGARDING: ☐ I-405 Express Lanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Stud

RESEDA & PARTHINA Northbound Bu

Put the bus back in the bike lane -

counter productive to make the bu

stop in the middle lane. It SO c

/ rush hour traffic it adds to traf

light idleing INCREASING(!) green

gases and smog. (Ahhh!) Make

dozen bikes that use the bike lane

stop (adding zero emissions) and

the couple hundred cars pass M

quickly YOU HAVE THE SAME

POLICY PLANNED FOR NORDOFF West

Metro

Valley Open House Question Cards

Appendix B.4

Share your questions. Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

(1) Is the V.A. facility on Wilshire Blvd a targeted destination, like UCLA?

(2)

Connection to the VA

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

Peter

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [x] Sepulveda Transit Corridor
- [x] Traffic Reduction Study

WHAT IS COSTS & TIMEFRAME OF EACH OPTION

Cost & Timeframe

Share your questions.

Peter Eminent Domain

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [ ] Sepulveda Transit Corridor
- [ ] Traffic Reduction Study

Do any of the proposed alternatives envision the potential of "takings"/use of imminent domain as part of a particular alternative?

Your question: Poster

DATE: LOCATION:

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

How long would construction take from START DATE?

Construction Duration

Share your questions Peter

DATE: 10/28/2023 LOCATION: Van Nuys

MY QUESTION IS REGARDING:

☐ I-405 Express Lanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Why should we continue to study monorail alternatives when it seems the heavy rail alts. have much higher ridership & lower travel time projections?

Share your questions. Peter

DATE: 10/28 LOCATION:

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor

☐ Traffic Reduction Study

What are the funding sources for the transit widening? What is the expected split bet. Local/State/Federal? Would 100% of budget be secured prior to construction commencing?

Funding Sources

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions. Peter

DATE: LOCATION:

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

IN THE ACTS THERE IS A PORTION OF THE UNDERGROUND THAT IS GOING UNDER HOMES?

NAME CLAUDIO PELISSERO

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Will it go under pvt. property?

Sit... questions Peter

DATE: LOCATION:

MY QUESTION IS REGARDING:

☐ I-405 Express Lanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

Why do the monorail options include a stop at the Getty Center but the heavy rail options don't?

Getty Center stn

Share your questions

Collective Bargaining

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

- ☐ I-405 ExpressLanes
- ☑ Sepulveda Transit Corridor
- ☐ Traffic Reduction Study

With the ~~re~~ governor signing AB96, which approves collective bargaining of autonomous transit, ~~the~~ how much ~~of~~ will that affect this project?

Share your questions.

DATE: 10-28-2023 **LOCATION:** Van Nuys

MY QUESTION IS REGARDING:

- [x] I-405 ExpressLanes
- [x] Sepulveda Transit Corridor
- [x] Traffic Reduction Study

For meeting held at Braude Building in Van Nuys, why was the parking garage not kept open for public attendees? Staff was allowed to park in garage by 9 a.m. and then the gate was closed.

Share your questions. Peter

DATE: LOCATION:

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☒ Sepulveda Transit Corridor

☐ Traffic Reduction Study

The ridership forecast numbers for the STC alternatives are for 2045, based on the "SCAG" Regional Transportation Plan". What does this plan consist of? Does it depend on yet ~~[illegible]~~ to be ~~[illegible]~~ proposed projects.

use SCAG model

CITY, STATE, ZIP

Virtual Community Meeting Question/Comments

Appendix B.5

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

22	How quickly can the 405 Express Lanes be implimented to help provide seed money to operate the Sepulveda Transit Corridor? So many folks are pitting monorail vs automated rail not realizing that both technologies are going to cost a lot annually to operate
23	Thank you Peter for the response to my question about ridership model accuracy. However, it felt like a non-answer. My 2nd question (Has the accuracy of previous ridership models been compared to actual observed ridership numbers?) is a simple yes/no answer. Can you please provide a yes/no answer?
24	How are both the Monorail and Heavy Rail routes being prepared for the potential of earthquakes?
25	How to the monorails plan to accommodate for individuals with disabilities, families with children (strollers), and travelers (luggage)?
26	When the 405 expansion occurred previously, traffic, noise, and vibration impacts were quite severe to those adjacent and within 1 mile. How will that projects experience be addressed so they don't adversely impact the same properties
27	Thank you Peter for addressing my question about combining the Sepulveda Transit Corridor with the East San Fernando Valley Transit Project. However, he did not answer my 2nd question: Are there any cost savings that can be had from merging the two projects together?
28	In the interest of reviewing cost vs function fairly between bidders, will the BYD monorail options (alternatives 1, 2, 3) costs be inflated to incorporate unlisted costs that Bechtel alternatives 4, 5, and 5 will not have? Specifically, Caltrans right-of-way mitigation costs, platform extensions required to meet the advertized ridership, and building connections from the platforms and the actual locations people end up (UCLA station for example). Options 4, 5, and 6 do not incur these costs per your information.
29	Have you thought about express service tracks/sidings for future Van Nuys to LAX to replace the LAX Flyaway?
30	Hello. It appears the best choices for this project is Alts. 4-6. They have the fastest travel time (Alt. 6), and they have the highest weekday boardings (Alt. 5). Personally I prefer Alt. 6 because of how easy it would be to merge the East SFV rail and the Sepulveda rail (which would make ridership jump exponentially [as mentioned in the meeting] which is what we want in order to precent greenhouse gas pollution and get cars off the road). Just increase the rail frequency exponentially.
31	Will Metro commit to installing anti-evasion fare gates along the Sepulveda Transit Corridor?
32	What is metro doing to ensure feedback from actual riders of the Metro system?
33	What is the possibility to study an alternative that is a grade separated alignment of the LRT, different than what was studied earlier in the process? For example study Alternative 4, 5 and 6 but using LRVs. With Monorail or Automated Rail trains will introduce a brand new technology to the network that has an added cost to the larger network for maintenance and operations?
34	How to the monorails plan to accommodate for individuals with disabilities, families with children (strollers), and travelers (luggage)?
35	Having a station within the UCLA campus should be one of the main priorities of this project.
36	How do future extensions factor into your decision-making for this first segment? Would any of these 6 alternatives preculde future extensions, e.g. to NoHo Station or the planned HSR station at BUR?
37	When will Metro start to include detailed study of the N/S rail corridor extension between West LA / UCLA south to LAX / South Bay
38	How important is connectivity to other transit lines when evaluating transit options? Station locations for some options do not seem to emphasize transfers resulting in long walks to transfer to/from the G line for example.

39	Does the study take into account the disruption the Monorail project would have on the usage of 405 through the Sepulveda pass during many years of construction?
40	Is Metro considering car/truck tolling (i.e. over 405 Sepulveda Pass) to help fund rail project?
41	Will there be bicycle facilities along the Sepulveda Transit Corridor?
42	Do you have any information on work expected to be completed by the 2028 olympics?
43	Was any design consideration done in LAX transit center station currently being built with the idea that this project will need to eventually connect to it?
44	The Sepulveda Transit Corridor was included in the 28-by-28 initiative announced by former LA Mayor Garcetti. However, the current forecasted opening on the LA Metro website is 2033-35. Are there any plans by LA Metro to accelerate the project?
45	Is there any report for the analyses?
46	Is it possible that LA Metro in the future could come back and look at merging Sepulveda Rail & East SFV rail? And if possible, what steps would LA Metro need to do so?
47	Apologies if this was answered (I got disconnected) but am I reading the UCLA travel time slide correctly? Does it say that travel time from Van Nuys to UCLA is twice to three times as long via the monorail options compared to the heavy rail options?
48	If Alternative 6 is chosen along Van Nuys, could there be plans to built transfer portals between the East San Fernando Valley Transit Corridor platforms and the Sepulveda Transit Corridor platforms?
49	How will the project affect bus routes connecting to the stations or the route, such as the 240 for Ventura or the 761 Rapid?
50	What are the frequency assumptions used in the ridership modeling for each alternative? Are trains running every 4 minutes? 3 minutes? 90 seconds?
51	For heavy rail options, can you please give a bit more detail about station location(s) for UCLA students/employees and potential (bus?) access to Getty Center?
52	Just so I heard that right, the extension to LAX will not be completed until 2057-2059, correct?
53	Will this project adhere to its final approved EIR? I'd love to see you the heavy rail options, but I worry about METRO going against their own plans, and roads being widened and first-last mile connectivity to the station (particularly protected bike lanes) being ignored.
54	When can we expect the deir to be released?
55	What is the possibility to study an alternative that is a grade separated alignment of the LRT, different than what was studied earlier in the process? For example study Alternative 4, 5 and 6 but using LRVs. With Monorail or Automated Rail trains will introduce a brand new technology to the network that has an added cost to the larger network for maintenance and operations?
56	Beyond the Metro Bus system, what measures are being planned to minimize the barrier of first mile/last mile impact on ridership: EG. Transit Oriented Development, Protected Bike Lanes, Micromobility & Metrobike?
57	Does Metro measure the effect of station locations (i.e. freeway stations vs neighborhood stations) on the overall adoption of car-free lifestyles? The feasibility of transit-oriented developments?
58	Any thoughts about extending the line to Burbank Airport seeing as that is a future California High Speed Rail station as well?
59	How will property and land around the stations be affected?

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

Online Input Forms

Appendix B.6

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91311	No	10/25/2023 17:00	1) Will alternatives 1,2,3 (monorail option) require 405 intermittent freeway closures to construct above ground stanchions or stations...and how will implementation of that option affect daily traffic? 2) Will the 405 Express Lane project interfere with the monorail installation, that project duplicate (or even erode) the ultimate goal of reducing the large of automobile traffic? Might it even increase the amount of cars? Keep up the good work Peter and crew! I will be among the first riders.
	Email			No	10/25/2023 19:00	Subject: Please build one of the HEAVY RAIL options! Hi there, I've lived in N Hollywood for many years, and in LA in general for almost 20 years (includin years in Culver City). I would very strongly urge you to build one of the hea options , ideally making as much of the route heavy rail as possible. This wou transformative for the Sepulveda corridor, and for people in the Valley and c West Side. I'm guessing that wealthy homeowners in Sherman Oaks, Bel-Ai other places are fighting as hard as possible to prevent heavy rail (or possibl from being built, but for the sake of equity, justice, and the future of mobilit critical that a fast and effective transit option exist for this corridor. Thank y your consideration,
	Other			No	10/25/2023 19:00	I prefer heavy rail in the order of Alt 6, 5, and 4.
	Website		90405	No	10/25/2023 19:56	Please build one of the heavy rail subway options as they offer the fastest tr and the highest ridership. The public outreach has been going on for too lon build it already.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		16803	No	10/25/2023 20:20	In light of the recent findings of the Sepulveda Transit Corridor today, I want that, as a concerned fan of public transit, Options 1-3 are total nonstarters f project. Alternatives 1 & 2 would build monorail lines that completely bypas Gateway Plaza, a station with around 13 times higher ridership than their pr Getty station. Even Alternative 3, which would serve UCLA, would have this inefficient station built, risking federal funds and wasting money. While Alte or 5 would be preferable, any of the three heavy rail alternatives MUST be c the three monorail alternatives for the sake of the millions of riders who wil line. Ignore BYD's bribery, ignore Fred Rosen, ignore the NIMBYs. Do what is Los Angeles, not for private corrupt interests.
	Website		90041	No	10/25/2023 21:50	Don't build mono-rail. Mono-rails are a waste of money and horribly inefficie
	Email			No	10/25/2023 23:00	Subject: Sepulveda Feedback Oct Presentation - SUPPORT SUBWAY AND UCL read the October 2023 Sepulveda update and STRONGLY, strongly support t rail options with DIRECT access to UCLA. So so many students and residents and across the region overwhelmingly support that option and I'd like to add to that list. Would having the Atwater Village neighborhood council come ou support of the subway and UCLA options help tamp down the extremism co of Bel Air neighborhood association?
	Website		90066	No	10/26/2023 1:13	I am so excited for the potential of this project! I'm a UCLA student who also friends and family in the San Fernando Valley. By having an extension of the from the future UCLA line to a station in Sherman Oaks would greatly benefi allow me to more easily visit. There are often dinners and other events bein my friends and family in Sherman Oaks that I don't end up attending becaus face sitting in traffic for an hour. I think the combination of a subway line as BRT along the 405 would be an incredible convenience for people who don't sit in traffic and those that are trying to use their cars less. Thank you for all on this project so far!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91411	No	10/26/2023 2:33	Interested in this project.
	Email		90403	No	10/26/2023 5:00	I strongly support heavy rail for the Sepulveda Pass. Surely it is beneficial for system to be compatible with Metro's existing heavy rail technology. It is v important for the new line to serve West LA. The Sawtelle neighborhood is f transit-friendly and pedestrian-friendly than Sepulveda Boulevard. Running t right next to the 405 freeway is unlikely to be attractive to transit riders. Thi likely be extended to LAX at some point. You will want it to serve transit des and not freeways. At present, Alternative 6 is the only one that serves Wes Couldn't you consider adding this option to other alternatives too, such as A 5?
	Email			No	10/27/2023 20:00	All 3 subway alternatives are unaffordable and disruptive to the neighboring communities. Come up with a better plan.
	Website		90034	No	10/28/2023 17:16	This line is the rug that ties the room together for the entire Metro system. I up, and the ESFV line will largely fail at its goal of providing equitable transit Pacoima and Van Nuys. The E and D line expansions would also fail to be as transformative as they could be. At the same time, the projected travel time subway alternatives are truly exciting and would achieve the transformation that Angelenos voted for. Please pick whichever of the three subway alterna Metro staff deems most feasible and cost effective, since they all appear to about equally well.
	Email			No	10/28/2023 18:00	Please choose a heavy rail alternative. The monorail makes no sense, heavy better for ridership, speed and connections and extensions
	Website		91423	No	10/28/2023 19:13	I do not want the option that takes the course down Van Nuys Blvd. It would disruptive and would harm the many businesses in the area that are struggli survive. It would make commutes for those who live in the area unbearable. prefer the options that go down Sepulveda Blvd. Thank you.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91411	No	10/30/2023 20:33	Hello, as a Sherman Oaks homeowner I am writing to support a rail line unde to connect Sherman Oaks as well as the addition of a BRT lane on the 405. T
	Website		90232	No	10/31/2023 17:55	Converting HOV lanes to HOT lanes will require many more drivers to get transponders. At present most drivers do not have these, so adding potentia more generates a lot of eventual e-waste and dead batteries. Transponders require driver interaction which is a distraction to drivers, plus require more infrastructure and enforcement is more difficult. The HOT lanes on the 405 i County are a nightmare to figure out and will be extremely confusing to driv do not do that to the 405 in LA county. As someone who tries to minimize di having an infrequently used transponder with associated costs on a retireme income is not the right solution. It seems like the HOT lanes are a forgone co and I want to oppose that option in favor of HOV lanes.
	Website		90025	No	10/31/2023 19:05	Strong SUPPORT for heavy rail options, INCLUDING a station on UCLA campu segment is acceptable to reduce costs Strong OPPOSE all monorail options
	Website		90025	No	10/31/2023 19:07	Monorail options are all bad and should be rejected Heavy rail and a UCLA campus station are must-haves Expo/Sepulveda terminal is better than Bundy or VA terminal Elevated is fine where possible
	Website		90025	No	10/31/2023 19:11	Monorail is a joke, throw all of those options out. Heavy rail is the only viabl UCLA campus station is a MUST Expo/Sepulveda is the best terminal option Elevated segments are good
	Website		90045	No	10/31/2023 19:17	NO MONORAIL! Heavy rail is superior. UCLA campus station is necessary. Expo/Sepulveda terminal is best Elevated is fine to reduce costs

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90230	No	10/31/2023 19:42	I love this project, and I think that this project and the purple line extension going to be transformational for getting around the LA area. Please don't rui choosing monorail! Monorail would be the worst choice for a project that is be a landmark of Los Angeles for years to come. It would be slower, have les and would require more money to maintain. Please use a technology and a s we already use, so that you can run it easier. Or choose the autonomous opt that would reduce labor costs. Monorail probably wouldn't even be that mu to build to begin with. BYD sucks, and agencies all over the west coast have with their bad busses. Don't let them ruin this project too! Also for the secon choose the overland alignment, since it adds another station, and would allo more development in and around Culver City!
	Website		91403-3809	No	10/31/2023 21:37	As I've stated many times before, and submitted multiple times, it would be financial and sanity destroying option to green light an above ground steel w system over the Sepulveda Pass for the Transit Corridor project. We already too much noise from the Freeway, helicopters and jets out of VNY & BUR in community. Adding screeching steel wheel trains to the mix decending the p completely destroy our communities in Encino and Sherman Oaks, and we w every last dollar fighting CalTrans i court to stop it. I personally recommend a quiet, tire based monorail system from the north LAX be built as quickly as possible to enable a cost effective solution that wil people still in their cars in traffic that there is a very fast, beautiful alternativ driving over the 405/Sepulveda pass.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/1/2023 7:00	Hi LA Metro Sepulveda Transit Corridor, I attended the virtual Zoom webina the Sepulveda Transit Corridor on November 1, 2023. Thank you for the info presentation. I have some comments and questions: 1) I strongly support rail alternatives (4, 5, and 6) due to their much faster travel times and projec ridership numbers, compared to the monorail alternatives. 2) How accurat Metro's transit ridership models been in the past? Has the accuracy of previ ridership models been compared to actual observed ridership numbers? Ple provide quantifiable numbers, if available. 3) Can LA Metro please commit installing anti-evasion fare gates at stations along the Sepulveda Transit Corr Installing anti-evasion fare gates would support Metro's goals for equitable t access by making sure that everyone pays their fair share. Best, resident of CA
	Email	Los Angeles Unified School District		No	11/1/2023 7:00	Good Morning, I work in the Los Angeles Unified School District's (LAUSD) C Environmental Health and Safety (OEHS). Our office is responsible for monit ongoing changes in the community surrounding the over 1,000 schools and facilities that the District operates. We provide intergovernmental review of projects on a regular basis for concerns related to the health and safety of st and staff. As such, we are very interested in learning more about the propos and reviewing the environmental documents. However, it appears that all of documents are housed in a Dropbox location. Unfortunately, LAUSD's firewa prevents us from accessing most large format file transfer systems such as D there another way to access the project documents?
	Website		90024	No	11/2/2023 5:46	The STC is an essential project that will improve countless lives, not only of t but in the future. It will make travel fast, reduce carbon emissions, and add v the entire community. As a UCLA student, if there was an on-campus station ride the Metro every day.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email	Los Angeles Unified School District		No	11/2/2023 7:00	Thank you for your response to my email. First, let me congratulate you on a run meeting last night. It was informative and to the point. As far as docume other items that would be useful to LAUSD, we would appreciate a copy of t Summary Report, the Project FAQ, and the Environmental FAQ. Additionally, please include me in all notices for this project, especially any notices about testing, surveying, or other activities that may result in a disruption to an LA facility, and any notices regarding the environmental documentation. Finally be extremely helpful to me if I could get kmz files of the proposed alignment alternatives and their stations and study buffers (0.25-miles as shown in the maps). This would allow me to identify the LAUSD sites that could potentiall impacted by construction and/or operation, and help me to focus any future comments to effects that would be site specific. Again, I appreciate your res willingness to assist. I look forward to collaborating with you as this process forward. Regards,
	Website		91403	No	11/3/2023 18:50	Just wanted to say I am still very much in support of Heavy Rail. Not in suppo Monorail. Of the Heavy Rail Options, Alt 5 is preferred as Alt 4 would require building to be demolished. Alt 6 is ok as well, but Ventura / Sepulveda statio appropriate location, thus, most in support of Alt 5. Really hope this comes t
	Website		91340	No	11/4/2023 0:20	One seat ride from Sylmar to LAX! Also please don't let this be a monorail. That is a Simpson's joke, not a legiti of public transport!
	Website		90036	No	11/4/2023 0:45	The only sensible transportation option for the Sepulveda Pass is heavy rail s with a UCLA station. Anything less would be a historic dereliction of duty and of leadership. UCLA students and workers deserve a station, and the entire r deserves to have a Metro line with the capacity to serve the ridership it nee you cave to Fred Rosen and the Bel Air NIMBYs you will go down in history a bellied, short-sighted cowards. Do the right thing. Listen to the vast majority constituents and survey respondents. Build a heavy rail line with a UCLA stat

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90038	No	11/4/2023 1:03	Please ensure this project is built as heavy rail with a dedicated UCLA Statio too important to miss. Equitable transit is long pasts due for the SFV. Also, p studies on Phase 2 to LAX ASAP. I understand construction of Phase 1 will ha until after the '28 Olympics, and as such we probably won't see SFV to Expo at the earliest, but if we can start Phase 2 shortly after it'll minimize effects launch/retrieval locations and bring the full project to completion THIS gene changing for so many... even as we all die from fires, flooding, and air quality tax the rich and get it done this next decade? kthx! ?
	Website		90036	No	11/4/2023 1:19	I am strongly in favor of the heavy rail alternatives, and strongly against the alternatives. Saddling such an important corridor with a mode and alignmen brings in far fewer riders for a much longer travel time and worse station loc connections, and max capacity would be a generational mistake. All heavy ra directly serve UCLA, of absolute vital importance to this transit line, as it is o largest employment centers in the region and would bring a huge amount of to the overall Metro system. Specifically, I find alternative 4 to be the best o having very similar ridership numbers to alternative 5 for, presumably, a low Furthermore, I find it troubling that the monorail alternatives could even be considered, given that the only major interest groups in favor of them are Be Sherman Oaks homeowners, extremely wealthy individuals pushing misrepresentations or outright falsehoods in furtherance of their goal to kill rail options, while being incredibly abusive to all other stakeholders and eve itself in the process.
	Website		90028	No	11/4/2023 1:21	Please for the love of god DO NOT choose a monorail option. Alternatives 4 please!
	Website		90015	No	11/4/2023 1:30	Please do any of the heavy rail options. They will serve more riders and be a better passenger experience than a monorail in a freeway median. As a UCL we need a stop on UCLA's campus. Thanks for your time.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90019	No	11/4/2023 1:31	UCLA stop and seamless D line connection please! And please don't let the lo of very wealthy Prop 13 beneficiaries in Bel Air determine transit decisions t affect people countywide for the next century.
	Website		91355	No	11/4/2023 1:32	Heavy rail. No monorail
	Website	Member of Del Rey Neighborhood Council Land Use and Planning Committee	90230	No	11/4/2023 1:37	Heavy rail options are the best, based on travel times to/from UCLA. All of th monorail options are 2x-3x longer to get to UCLA from Van Nuys and are thu viable. Total rail travel time will also be important as the line extends south
	Website		91106	No	11/4/2023 1:42	As someone who loves taking Metro, I'm really excited for this transformativ Options 4 & 5 look awesome, and have the best capacity, makes me think of Vancouver sky train system that's been so lauded. I would probably use this visit Ucla, so a ucla stop is a must.
	Website		90057	No	11/4/2023 2:08	This project should proceed with either alternatives 5 or 6. HRT is the way to feel that there's a need for more transit in the Palms and Mar Vista commun honest opinion. I think that should be considered.
	Website		90066	No	11/4/2023 2:09	Build the subway line! No monorail no delay just build a subway we can all u become a real city, don't bend to NIMBY haters.
	Website		90291	No	11/4/2023 2:10	Heavy rail with a stop at UCLA is the only acceptable solution here.
	Website		91767	No	11/4/2023 2:20	I believe that the Heavy Rail options are the best for the regional rail system whole, in terms of ridership numbers, regional connectivity, and overall spee project.
	Website	North Westwood Neighborhood Council	90024	Merged Document	11/4/2023 2:21	Please find attached a resolution in support of a heavy-rail alternative for th Sepulveda Transit Corridor with a direct stop on campus, passed by the Nort Westwood Neighborhood Council at the Board meeting on March 1, 2023. We hope you will take this into consideration in your planning efforts to imp transportation and transit in the corridor.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90403	No	11/4/2023 2:28	Please support a heavy-rail alternative with a direct stop on UCLA's campus. carry far more riders, serve UCLA's many car-less students and affiliates, use interoperable technology, and avoid the noise and pollution of the freeway. Also, please stop holding further rounds of repetitive, costly, time-delaying, price-increasing "outreach." These surveys and meetings, while done by con staff, are not democratic, favoring those with time, money, and access. Forn would be better. Or better yet, you could rely on the democratic vote to ele various officials who make up the Metro Board as a fairer representation of people want than skewed "outreach."
	Website		90095	No	11/4/2023 2:33	Heavy rail with a stop at UCLA is a must. The Monorail bid is not complete ar have been rejected.
	Website		90210	No	11/4/2023 2:58	No monorail
	Website		90049	No	11/4/2023 3:22	I am commenting in support of alternatives 4 and 5 and in opposition to alte 2, and 3. I believe the Sepulvida corridor needs a dedicated UCLA stop and a convenient connection to the D line. I also think there are other advantages heavy rail options over the monorail options that make it the superior choic an important transit project.
	Website		91335	No	11/4/2023 4:00	I am 100% opposed to the monorail. Heavy rail and a stop at UCLA are parar
	Website		91405	No	11/4/2023 4:15	I work and study at UCLA and live in the SF Valley. A monorail makes no sens option, fiscally and practically - less gain for similar cost. Please build a heavy rail option with an on campus UCLA station.
	Website		20011	No	11/4/2023 4:55	I don't understand why monorail is still in serious contention for this project ridership in comparison to heavy rail should have disqualified it years ago. G sensible option and do a heavy rail for Sepulveda.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	11/4/2023 5:21	You must select Alternatives 4 or 5. No one who truly cares LA would ever c building this line without a station at UCLA and anyone calling the need for a one of the largest commuter destinations in the county as "entitled" has onl sabotaging this entire project and should not be taken seriously. This line als use automated heavy rail to meet the frequency and speed requirements th deserves especially when it connects further to LAX. This project is a once ar lifetime opportunity for us to transform LA transportation for the better and cannot let bad actors destroy that.
	Website		91775	No	11/4/2023 6:28	Hi Thanks as always for hearing us out. I saw the powerpoint and corroborated with someone who posted on the w formerly known as twitter: "Monorail options have 21k-57k fewer riders, are minutes slower, and have longer travel times when connecting to other lines Please do not waste time with a monorail. This corridor requires a lot of help a half-baked monorail will not solve this issue. If it is slower, potential riders consider it as a suitable alternative. I believe Alternative 5 is the best choice, Alternative 4 could be acceptable if the cost savings is substantial.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91605	No	11/4/2023 7:06	I am a SFV resident who works on the Westside and has family on the Wests commute over the 405 regularly. I am voicing my support for the Heavy Rail options (4, 5, & 6) with this comm Heavy Rail has a higher capacity, has a quicker end-to-end travel time, has o public support (from Metro's own polling), and allows for a station on UCLA' in all alternatives. The monorail options (1, 2, & 3) have many issues. Monorail has a lower cap longer end-to end travel time, has less overall public support, skips UCLA ou involves cumbersome transfers or will be forced to tunnel under populated running into the same "community resistance" the heavy rail faces now. The the issues with CalTrans potentially declining to permit the monorail in the 4 of-way due to sight-line issues for drivers. Sure, the Getty station will be a ni addition, however it will be used part-time, at best - as the museum closes b and 7 PM. It is with these drawbacks that Heavy Rail emerges as a much better alterna Between 4, 5, and 6- I support 4 and 5. I also suggest a hybrid compromise a where the underground line transitions to an aerial structure north of Ventu either adjacent to the Sherman Oaks Gallery or north of the 101 and LA Rive to Weddington). Sepulveda should be sufficiently wide at these locations for transition between underground and aerial. I support 6 as well, but that may future southern expansion of the East SFV (Van Nuys-Sylmar) line.
	Website		90066	No	11/4/2023 7:21	Any of the heavy rail alternatives are far superior to any of the monorail opt monorail! A UCLA stop should be non-negotiable, too.
	Website		90028	No	11/4/2023 8:00	Not only would Alt 4 and 5 have high ridership, it'd bring our rail system to w standards
	Website		91711	No	11/4/2023 8:23	Hi, as a college student and a car-free resident of LA county, I am in favor of rail line with a stop at UCLA. NOT the monorail.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90046	No	11/4/2023 14:28	Build heavy rail through the Sepulveda pass (no monorail) to ensure max hea and use of stations. Any option that has people stand in the middle of the 40 be awful for any transit riders. we need more high capacity N-S lines all acro
	Website		93003	No	11/4/2023 16:15	I want heavy rail with a stop on the UCLA campus.
	Website		90291	No	11/4/2023 16:18	The heavy rail options are the only reasonable ones put forth for this corrido monorail proposals provide substandard service with unreasonably low ride projections and a suboptimal route. Furthermore, they don't fully account fo of development and, without enhancements and additional cost, will not co to reaching the service and ridership projections put forth by the contractor Therefore, in the interest of a region that is finally developing an efficient an sustainable transportation network, substandard technology (monorail) and actors (Fred Rosen and Bel Air/Sherman Oaks HOA) should be ignored to ma public investment and the returns accrued by the region and the planet.
	Website		91104	No	11/4/2023 16:18	We need heavy rail with a stop at ucla. No monorail.
	Website		90034	No	11/4/2023 16:58	I support heavy rail options (especially 4&5) and support a direct stop at ucla less (such as a monorail) is not worth building. I don't want to be breathing i fumes on my metro commute.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90012	No	11/4/2023 19:37	As a resident of Los Angeles, I support the heavy-rail options for the Sepulve Corridor to allow for more riders to travel between the San Fernando Valley Westwood. It is important that train stop at UCLA and NOT rely on a shuttle system to fe passengers back and forth from a more distant stop. UCLA is the largest (and opinion, the best) public university in the state of California. It is a crown jew incredible city. The city of Los Angeles has a duty to support the interests of students and faculty, while also alleviating traffic on the 405 freeway. The he option achieves all these goals.
	Website		90034	No	11/4/2023 20:01	BUILD HEAVY RAIL NOW WITH STOP AT UCLA. NO ONE WANTS MONORAIL.
	Website		90033	No	11/4/2023 21:09	This must be heavy rail with a station right at UCLA or nothing! The monorai transfers inconvenient or impossible, it cannot expand capacity, will have inc station locations, and is incompatible with the rest of the metro system. The also needs a convenient connection to LAX since as of this writing, the Van N flyaway gets so full, it has to refuse the pickup of passengers. The monorail i
	Website		91101	No	11/4/2023 22:11	I strongly support the heavy-rail alternatives (Alternatives 4, 5, and 6) becau significantly shorter travel times and projected ridership numbers, compared monorail alternatives.
	Website		95472	No	11/4/2023 22:12	It needs to be heavy rail, not monorail, and it needs to have a station at UCL can shove it.
	Website		91803	No	11/4/2023 23:47	I heavily support Alternatives 4, 5, and 6 for a heavy rail HRT line down the S Transit Corridor, along with an on-campus UCLA station.
	Website		90012	No	11/5/2023 3:05	Please go with any of the heavy rail alternatives, as capacity, speed, and UCL are all priority considerations, and heavy rail is far more capable of achieving than monorail.
	Website		90005	No	11/5/2023 15:28	Please build alternate 4, 5, or 6. Heavy rail is the only way to go. It will allow capacity and faster trains as well as easier connections to UCLA, other destin and the existing D and E lines.
	Website		90405	No	11/5/2023 15:42	1) Support rail alignment that avoids freeway and connects directly to UCLA. 2) Strongly opposed to any form of monorail.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90042	No	11/5/2023 19:29	A future Sepulveda line is one of, if not the most imperative project to a coh metro system in LA. As such, it demands the capacity and future-proofing th with a Heavy Rail alternative. Work should be expedited as much as possible the city gets this crucial backbone of a rail line, so that we can move towards environmentally sustainable city we need to become.
	Website		90001	No	11/5/2023 23:54	I support alt 4 which would be the most cost effetive way to move people co and fast, especially compared to the monorail options
	Website		90064	No	11/6/2023 20:45	I strongly support heavy rail directly to the UCLA campus. I am a former resi Sherman Oaks and a current resident of the Westside; my wife is a physician works at UCLA and I bring our kids to day care at the Westwood campus dail one car and I take transit on a regular basis throughout the city. Locally, this would make a significant difference in my family's ability to get a Angeles--both through the direct use of the line, increasing overall use of the system and corresponding levels of service, and by reducing car traffic when (or take the bus). Globally, lowering our emissions is key to our collective fut ensuring this maximizes ridership is one of the most impactful actions Los An do to lower ours. I hope you will stand firm on not sacrificing the fundament of a lynchpin of our transportation system for the whims of a handful of our individuals who do not rely on it.
	Website		90077	No	11/7/2023 5:24	I understand that there is some unfortunate community opposition to a sub is the best option — faster and more reliable than an overground system an better connect UCLA to the Valley. I have not seen any credible evidence sup risk to structures from the construction or operation of a subway in the area particularly as I would expect it to be at considerable depth for most/all of th under Bel Air. Regardless, that risk should be insurable. Monorails are a 196(the future; I don't see it as a serious option here.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		92324	No	11/7/2023 7:48	Please select heavy rail with automated trains. Monorail and manually opera will not be sufficient to meet the needs of the future expansions in the very
	Website		90006	No	11/7/2023 21:54	HEAVY RAIL / SUBWAY IS THE ONLY SENSIBLE OPTION. it carries the most am people at once, has the fastest ride times and is the most climate-friendly op this moment of climate crisis, LA MUST INVEST NOW in the only option that sense to end our out of control car dependency prioritizing the voices of wealthy homeowners in bel air or the west side due construction concerns is NOT THE ANSWER HEAVY RAIL NOW
	Website		90403	No	11/8/2023 1:24	In the future I anticipate regularly taking the D Line to the Sepulveda transit It's crucial that there is a seamless transfer between the two lines, and that as fast as possible. For those reasons I urge metro to move forward with a h option that provides fast rides to the valley.
	Website		90034	No	11/8/2023 1:42	I would love to have any heavy rail option that goes to UCLA and will eventu connect to LAX. This would be life-changing for me and my neighbors. Please absolutely do not select a monorail option that will hamstring the pro forever with low throughput and slower transit times. The ridership projecti make alternatives 4/5/6 clearly better. Many of the station options for alter 1/2/3 are horrible, likely leading to stations that need to be redone to suppo people. I personally prefer alternatives 4 and 5 because they will be close to though the line may go directly beneath my house, but any of 4, 5, or 6 wou wonderful. Thank you for your consideration.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90804	No	11/8/2023 2:21	Alternatives 4, 5, and 6 are the best options for the future of Los Angeles tha handle the capacity and offer the speed to make public transit a more viable millions of Angelenos. Monorail would be a poor choice as its capacity and s inferior, does not offer longterm buildouts that connect well with the existin network, uses different trainsets than existing heavy rail lines, would likely fa lawsuits than heavy rail given its presence above grade near housing and alo 405, and would be harder to access with stations in more remote locations. monorail over heavy rail would be shortsighted, and I strongly encourage M one of Alternatives 4, 5, or 6.
	Email			No	11/8/2023 8:00	I see that recent comments from metro favor the subway over the monorail speed. I don't think speed should be a deciding factor over neighborhood im on Columbus Ave just north of Ventura Blvd and already deal with traffic noi helicopters and jets from Van Nuys airport. Adding a high speed elevated tra neighborhood would be deviating to those that live here. Please fight for the which at least would be over the 405 and not Sepulveda.
	Email			No	11/9/2023 8:00	Hello, I'm not sure if you are accepting public comments at this point but I w prefer Alternative 1 - No Build and have the money for this project reallocat Sepulveda Pass Transit Corridor. I feel that the public transit option will be fa impactful to reducing our dependence on driving and, as a result, reducing t Manipulating the lanes on the 405 has historically not reduced traffic conges

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91343	No	11/9/2023 18:57	I support the heavy rail options with a station at UCLA.
	Website		91423	No	11/9/2023 19:32	Let's do it right the first time: we can't afford to make this project a compro is preferable, with Alt 4 or 5 as a backup. We must stop wasting money on st Alternatives 1,2, and 3 – monorail doesn't make sense for this project. No or waiting for a train in a freeway median, and no one likes transfers (UCLA).
	Website		91401	No	11/9/2023 21:07	I believe you should strike any aerial options on Sepulveda or Van Nuys Blvd trains in the valley will destroy the character and quality of life in ESF.
	Website		91411	No	11/9/2023 21:28	Dear Metro, Thank you for holding hearings on the sepulveda transit corridor. From the r heard about this project, I recognized the impactful nature of the transit cor resident of the valley, I never go to the west side unless I have to. I would ra the 101 during rush hour 30 times than drive the 405 once most times of da my fellow valley residents feel the same. The bloated and chronically conges has become as much of a barrier as it is a through pass between the valley a west side. Therefore, I believe it is of great importance to choose the best op get people off the road and onto transit, one with higher speed, greater cap more reliable private partner. I unequivocally support the heavy rail options (particularly alternative 6) over any potential monorail, and I see the monor failure to fully invest in the importance of this project. Please act in accordan our already proven overwhelming majority.
	Website		90032	No	11/9/2023 21:39	Fully and strongly support Alt.6 Heavy Rail underground connecting to existi proposed, and future surface rail systems including connecting with East Valley/Metrolink and LAX Airport and to Torrance connection. And direct sta in/beneath UCLA and further south to Torrance. Env.Controls Supervisor for Phase One, DTLA

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90036	No	11/10/2023 18:02	I work in Westwood and this project would be transformative for the neighb and Los Angeles in general. The project needs to be expedited urgently! I am alternatives 4 and 5. The usage speaks for itself, we need to decongest roads air quality, and get more people into trains in Los Angeles. Alternatives 4 & 5 and have the best routing. I think it is reasonable for people in the valley to underground option, so if it is not cost prohibitive and they want the train underground then I would weigh in favor of that. I am opposed to the mono and I am highly suspicious of the company putting forward the monorail opt build this as soon as possible, no more delays!!
	Website		90045	No	11/10/2023 19:59	I fully and strongly support the underground subway, heavy rail for the Sepu Transit Corridor. The times for the subway are faster than monorail. This is c benefit to transit riders to make transfers, and to get to their destination, su work, or appointments or social and cultural events. Heavy rail may carry mo passengers per trip. And how many freeway lanes will need to be removed t the columns for the monorail? People with still drive the 405 through the Se Pass and to take away freeway lanes makes no sense. That will increase con the freeway, slowing traffic. Congested roads create more carbon gases from creating more air pollution locally and more global warming gases. I support Alternates 4 or 5 because both go the E/Expo Line Sepulveda Static way those who wish to go further south, such as to LAX, can use the buses o Sepulveda which go to the LAX transit center, the existing one and the new c is nearing completion. Alternative 6 may present better options to continue subway southbound, but both Bundy and Sepulveda go through densely pop areas, and both routes will need to negotiate the hill which is found on both Making the most efficient transfer to LAX seems to make more sense in the planning.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90094	No	11/10/2023 20:15	I strongly support the heavy rail options for their increased ridership, better and faster travel time. I do not want the monorail.
	Email			No	11/11/2023 8:00	If you listen to the nimbys, it will never be built. Just build the fastest, highe transit system. ASAP.
	Email			No	11/12/2023 8:00	Hello Metro, I am writing to urge you to support one of the heavy rail alter between the E line and Van Nuys, specifically alternatives 4, 5, or 6. I am a m student at UCLA, and I hope to spend my career practicing medicine in the L heavy rail line that services UCLA quickly and conveniently would allow me t the San Fernando Valley while working in Westwood, or to extend my profe reach across the San Fernando Valley. There are many medical professionals myself who hope to expand health access to underserved areas of Los Angel efficient, high-capacity rail will allow that to happen. From Looking at the m estimates of ridership capacity and speeds, all of the monorail options seem laughably slow and low-capacity, and it is hard to see myself taking a 39 min ride. LA metro has a great opportunity to bridge the valley and the westsid a 15 minute train ride, and you should certainly take advantage of it by prov quality heavy rail.
	Website		91767	No	11/12/2023 15:40	Hello- although I live in Pomona I travel to SFV and UCLA often enough to op what I think is the best option for this project. First and foremost, no option good option. There must be an alternative to driving. Insurance rates, vehicl maintenance, and fuel prices will continue to rise at a rate which will price o County residents. After reading the materials and sitting on a few meetings, believe Alternative 4 and 5 are the best options. They provide the best trave connect the UCLA population far better than any monorail option. It's also cl October's meeting that Alternative 4 and 5 will have double the monorail rid truly hope to see this project be fulfilled and serve us all well in the not-so-d future. Thank you for your time.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90033	No	11/13/2023 6:36	Spend the $ and get it right with heavy rail. Also build more lanes but CONGI PRICED. Dynamically charge for access to the lane based on volume. So the l always full but still averages 55mph 24/7. ty
	Email			No	11/13/2023 8:00	Subject: Support for Alternatives 4, 5, & 6 Dear Metro, Thank you for providing an opportunity for the public to provi feedback on the Sepulveda Transit Corridor project. I truly believe that this i the most important Metro rail projects, second only to the D Line extension. project will fundamentally shift the way that Los Angeles is connected and, a requires the option that will service the greatest number of users with the travel time and the highest capacity possible. Thus, I strongly support any heavy rail options (Alternatives 4, 5, & 6). I have been a resident of Sherma the past eight years, the past four of which I have spent commuting to UCLA member. I first moved to Sherman Oaks in my junior year (3rd year) as a UCl undergraduate. As such, I have had a vested interest in the communities dire impacted by this project. I, myself, have spent the past few years attempting my car-dependent lifestyle and shift to Metro-use when possible. The develo a subway connecting the Valley to the westside would more easily allow oth the potential for a car-free (or, at the very least, car "lite") lifestyle. Convenience Perhaps the most concrete argument for heavy rail instead of monorail is in convenience. From the data shared, including travel time and theoretical cap alternatives 4, 5, and 6 are the clear "winners." Alternatives 1, 2, and 3 seem marginally better than driving (or using the already existing 761 bus). While is better than "no option" in providing an alternative to driving, opting for th alternative that is most convenient to the traveler is paramount in shifting Angeles transportation culture. Even further, however, is the mere fact tha rail options include a direct UCLA stop on campus. This itself is the most sign factor in my support, connecting all populations at UCLA to not only the Va two other major Metro rail lines. In alternatives 1, 2, and 3, potential users w to take yet another mode of transport to reach the UCLA campus. This wou

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90045	No	11/13/2023 8:24	As a lifetime resident of Los Angeles and a current UCLA student, I believe th Angeles has an obligation to provide a direct rail link to its primary public un UCLA. The Sepulveda project represents the only opportunity to do this for t several decades, and not connecting to UCLA will do a great disservice to the UCLA students attending when the line is built. Many UCLA students are con who will be greatly served by fast transit to their school, most students do n private vehicle and are reliant on rideshare or public transit to travel around should be considered key customers for LA metro. I know that I and many fe students travel to places served by the E and soon-to-be-extended D lines ar make great use of a direct connection to those lines. The "connections" offe alternatives 1 and 2 are not sufficient to serve UCLA as they will be forcing u transfers and alternative 3, while better, does not offer the capacity of spee necessary to serve the large population of UCLA and the other travelers com between the westside and the valley. The only alternatives to properly serve with appropriate speed, capacity, and connections are alternatives 4,5, and those options are costly, this is one of the defining public infrastructure proj lifetime in LA. As someone who has spent days of my life on the 405 freeway an alternative to it is not the place for our county to be too cheap. Thank yo

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91401	No	11/13/2023 20:25	I strongly support any of the heavy rail alternatives (4, 5, and 6). A monorail (alternatives 1, 2, and 3) is the WRONG choice for this project. LA has spent dollars on the 405 over Sepulveda Pass, indicating how important this corrid the region. The monorail alternatives are NOT a high-quality transit service a waste of money. (It currently takes 45min to get from Sherman Oaks to UCL 761 bus and the monorail would take about the same amount of time.) Plea prioritize the voices of the many, *many* people who would use this regular of the few people who have a lot of money. I live in the San Fernando Valley and it is not dense enough here to justify ur heavy rail along the whole alignment. Any argument advocating for "fairness regard is made in bad faith: there is simply no one-size-fits-all solution for ev Elevated rail is perfectly acceptable and will not be an eyesore. I live half a b Van Nuys Blvd and having an elevated viaduct for rail is fine. There are no "v "character" of either Sepulveda Blvd or Van Nuys Blvd to ruin: it's just car de along Van Nuys and industry/the 405 along Sepulveda. Rich people and property owners should not have any more say in this proje thousands of other people who have built lives in the area who do not have financial means to own property. I have lived with the E-line in my front yard MUCH less of a nuisance than simply the automobile/truck traffic already pr the streets.
	Email			No	11/14/2023 8:00	Subject: Support for alternative 4 Hello! I'm writing to voice my support for t (and 6th) alternatives of the sepulveda transit corridor. I strongly feel that ar involving a Monorail would be a massive mistake. I would be a frequent ride system and know that a heavy rail system similar to the B and D lines would best for our city.
	Website	Citizens Coalition for A Safe Community	90032	No	11/14/2023 17:32	Select project alternative which can be extended to Sylmar on north to Torra south...Alt 6 Underground Heavy Rail Transit - with no curves and with consi grades between stations.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/14/2023 19:27	I wholeheartedly support a heavy rail alternative with a direct stop on UCLA' As a student here who goes almost everyday without access to a car being c to the valley and eventually the purple line to the rest of Metro high very im connectivity and ease of travel. To better the lives of literal hundreds of thou individuals, allowing them to get to and from work around/at UCLA without and cost of driving is incredibly important if we are to move forward into the You will help reduce the cost of living for many students as they can live furt from the high costs of the westside while still having a viable option to get to This project will clear congestion and make it easier for people to travel for s or recreation benefiting local businesses.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/14/2023 19:55	There must be a stop on campus at UCLA. Any of the heavy rail options are s better than any of the monorail options. UCLA students are facing extremely housing and a lack of options outside of westwood. A stop on campus would change this, allowing for many more housing options. Also, UCLA gives huge of public services to the general public outside of student populations (sport events on campus, health care, research, meetings, etc.). On top of this, UCL the largest employers in LA, making it a no-brainer to have a stop on campus also has a daytime population of over 84,000 people, many of whom commu individually. A stop on the UCLA campus would do HUGE things to reduce tra throught los angeles, taking thousands of people off the road. There is a hug for a stop on campus as well, and LA Metro's own projections show that it w the most busy station in the system by far. The economic benefits a station c creates would easily pay off the costs of the construction over time. I'm begg please, please build a stop on campus. It would dramatically change UCLA ar westside in general in an extremely poisitive way. It's not easy to get downto many other places in LA from UCLA, and students want to go places and spe A stop on campus would make it MUCH easier to spread the wealth concent UCLA throughout LA. On top of this, a station on UCLA campus would help th students with financial troubles in getting jobs further away, cheaper housin cheaper commute to campus. A stop on the UCLA campus is the best possib Metro can do for future growth.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	11/14/2023 22:17	As a resident who will be heavily impacted by construction and the eventual considered for the Sepulveda Pass, I strongly urge the adoption of either Alt or 5. I also vehemently oppose the construction of a monorail for this projec As the recent emergency closure of the 10 freeway has shown, the city is in need of transit options that get people out of their cars. The best way to ach goals is to build underground heavy rail in traffic dense areas like the Sepulv Corridor. The alternatives that transport the most people safely and quickly the highest priority for this project. That is Alternatives 4 and 5. The choice made on this project will affect Los Angeles for the next hundred cheapest and most expedient options (aka monorail) should be dismissed pd they do not meet this critical moment. 300,000 people were directly affected by the 10 freeway closure. Countless indirectly impacted. The Sepulveda Transit Corridor will affect over a hundre thousand people every day for the coming century. Petty complaints will mean nothing in a few years let alone a decade. Let this emergency and those numbers really sink in the severity of this deci hundreds of thousands of Angelenos everyday for a hundred years. Choose 4 or 5.
	Website		91436	No	11/14/2023 22:41	Please implement Option #6. The subway under the hillside and Van Nuys Bl be the shortest quickest route over the hill and would cause the least amou disruption. With the impending zoning changes, it would give more opportu employment and housing. Also, Van Nuys Blvd. would be more centrally loca Sepulveda. Please do not build aerial trains along Sepulveda. It would ruin the street tra cause a lot of noise for residents.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91604	No	11/15/2023 2:24	As a student who lives in the San Fernando Valley and attends college in the I am extremely supportive of the STC project and hope to see it push LA tow more sustainable and accessible future. I believe this project will not only be students, but also the many employees or individuals seeking services acros regions. Cutting down on commute times with the STC would be extremely l cost-effective, and aid LA's dire traffic congestion problem.
	Website		90024	No	11/15/2023 20:44	As a UCLA graduate student, I struggle to pay the exorbitant rents of the We if given the option I would live farther from campus and commute via public work 2 jobs just support myself while being a full time student. An alternativ on-campus UCLA station with a direct connection to the Purple D-line would opportunities for students to live elsewhere in LA. Additionally, the recent ri numbers indicate that Alternatives 4-6 will be the most sustainable in meeti term demand this line would experience. While I understand there are argu being made regarding equity between the West side and the Valley in terms much the line goes above or below ground it's clear that Alternative 4 would most cost-effective and efficient of the alternatives without having to build a mover or add to congestion via a new bus route. A UCLA station would incre to resources like healthcare, education, and recreation for all Angelenos.
	Email	South Brentwood Residents Association	90049	Merged Document	11/15/2023 0:00	Attached please find comments from the South Brentwood Residents Associ Board on the I-405 Sepulveda Pass Express Lanes. Thank you for your consideration. Lauren President, South Brentwood Residents Association

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91406	No	11/16/2023 2:22	I support Sepulveda transit corridor alternatives 4 & 5, and oppose alternati and 3. I heavily support alternatives 4 & 5 have much faster travel times, mo accessible stations to my community and jobs/housing/shopping of their rou projected increased ridership. The station accessibility in walkable areas and makes these more convenient and feel safer. I support alternative 6 as well, degree for the same reasons. I oppose Alt. 1-3 because station accessibility is terrible(freeway-adjacent in community and people-adjacent) and transfer paths to other lines are longe feeling unsafe and inconvenient. Travel times are longer, and ridership proje were diminished. Getting to and from highway-adjacent monorail stations cr large barriers for people with mobility impairments and makes walkability in less safe and doable due to vehicle traffic. It also makes destinations at stati difficult to get to and from. Please, make these connections apart of our city instead of an afterthought accommodate highways. Children, elderly and disabled people already cann travel by car and need local connections that are easy to get to and from nea education, healthcare, jobs, amenities and homes. For these reasons I want alternatives 4, 5 or 6 and oppose alternatives 1-3.
	Website		94404	No	11/16/2023 2:46	I have been following this project and very excited to see it through to comp
	Website		90024	No	11/16/2023 2:59	UCLA is LA County's largest employer with over 50K employees! Please cons alternatives 4-6.
	Website		90024	No	11/16/2023 2:59	UCLA hosts conferences, sporting events, and other organized events on car often attract hundreds of thousands of visitors on a yearly basis. A UCLA stat not only provide ease of transport to these events but also mitigate inconsis congestion and travel times that exist when they occur. Conversely, a UCLA s could make it easier for the approximately 44,000 undergraduate students t Los Angeles.
	Website		90024	No	11/16/2023 3:01	A UCLA station would directly address inequity by connecting people withou transportation to healthcare, jobs, school, etc.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/16/2023 3:01	As a student at UCLA, having a stop at the UCLA campus and in Westwood V would completely change the way I would be able to interact with Los Angel whole. Not only is UCLA one of LA's biggest employers (and this metro line w enable students to afford living in LA and easily commute to campus), but it hub for culture and young people in LA. It is important to prioritize UCLA wh constructing the Sepulveda Transit Corridor. For this reason, I support buildi 4-6 for the STC.
	Website		90024	No	11/16/2023 3:01	A UCLA station is predicted to be the busiest non-transfer stop in the entire system (18,000 boardings per day). Riders choose to optimizes travel times. A separate connector station is not substitute for a direct on campus station. A UCLA station would directly address inequality by connecting people witho means of transportation to healthcare, jobs, and educational opportunities.
	Website		90249	No	11/16/2023 3:01	I support heavy rail options 4-6 and UCLA transit stops 4-6. As a student at U station on or near campus would address inequity by connecting people wit means of transportation by healthcare, jobs, and educational opportunities. also LA county's largest employer and has a daytime population of 84,000 pe
	Website		90024	No	11/16/2023 3:02	As a UCLA student, I believe that a station on UCLA's campus is essential to t project. As a large, public institution, the UCLA station is predicted to be one the busiest station on the entire railway system. It will allow employees and alike more access to affordable housing to the rest of LA, and help with ineq its connection to off-campus healthcare and jobs amongst other things for th would not otherwise have a mode of transportation.
	Website		90024	No	11/16/2023 3:02	UCLA is a major epicenter of both education and employment. It is pivotal to accessibility to the UCLA station so that commuters are able to enter campu beyond. Because of these reasons, I urge options #4-6 for faster travel times a more direct campus stop

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/16/2023 3:02	The STC project must include a direct on-campus UCLA station. The costs an limitations of car ownership can restrict access to travel due to socio-econo and other restrictions. A UCLA station can mitigate uneven transportation ac public, educational, and community services, including UCLA Health. Over 14 students and employees live in walking distance of a Metro Rail Line across L the connection between the STC and the whole Metro Rail system critical fo Additionally, easy access to UCLA's campus would encourage students to co from home or choose housing options outside a small concentrated area, in potential improvements in housing and housing costs.
	Website		91770	No	11/16/2023 3:02	A UCLA station would significantly reduce traffic. UCLA represents a daytime population of over 84,000 individuals, many of which are individual commut UCLA on-campus station could take tens of thousands of commuters off the freeway and local streets (including other north-south connectors between t and the Westside), significantly reducing vehicular traffic across the region.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	UCLA Undergraduate Students Association External Vice President (EVP)	90024	No	11/16/2023 3:03	UCLA's Undergraduate Students Association Office of the External Vice Presi is in support of the heavy rail options for the Sepulveda Transit Corridor. EVP elected by the 35,000 undergraduates as our conduit to external entities fro including governmental agencies and other community organizations like M Through our extensive outreach to the UCLA community, it is abundantly cle students support heavy rail Alternatives 4-6. UCLA is CA's fourth largest emp a major transit hub, with direct access to the Wilshire Corridor and several b with origin points at UCLA. Alternatives 4-6 allow the best connectivity for B other campus visitors looking to travel throughout LA. Riders will choose to travel that is most convenient for them, so Metro should choose a route wit ridership numbers and better connectivity to facilitate new ridership. Accord Metro's own surveys, 93% of the public supports heavy rail. However, a mor would disincentivize ridership because it forces commuters to take long wall connect to other lines, buses, or to walk to campus. With thousands of stude and more coming to campus each day, a UCLA station not only makes sense necessary to improve access to employment, education, and healthcare thro Los Angeles.
	Website		90024	No	11/16/2023 3:04	Hi, I am a third-year Political Science and Public Affairs student at UCLA. I als off-campus apartment in Westwood in order to attend UCLA. I support Opti through 6 (the heavy rail options). As someone who often deals with traffic while trying to use public transport, the heavy rail would help my commute volunteer opportunities. A separate connector station is not a substitute for campus station. A UCLA station would not only help me, but also my peers, have a better means of transportation to healthcare, jobs, and educational opportunities with a fast heavy rail option. Thank you.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/16/2023 3:04	We should be supporting the heavy rail alternatives (4-6) HEAVILY, no pun in Westwood and the west side of LA in general is a very student-dense area, n limited to students at UCLA but also Santa Monica College, assorted K-12 sch more. Having a stop at UCLA and a line that ALSO connects to the D-Line ext that'll eventually be present in Westwood will help increase accessibility for vulnerable populations including, but not limited to, disabled individuals and income folk who can't afford LA gas prices/card, just to name a few. To side NIMBY's of Bel Air and Beverly Hills that'll be the least bit affected by the bu the line is to prioritize the ungrateful few over the in-need majority.
	Website		90024	No	11/16/2023 3:04	I'm writing to strongly petition the project administers to ensure the selecte layout for the rail line includes a stop at UCLA in order to drastically decreas times and provide a more convenient transportation option for over 67,000 employees that commute to campus on a consistent basis. UCLA is actually t largest employer in the entire county, so including the campus in the metro will be absolutely necessary in order to benefit as many people in the L.A. re possible. Thank you very much for your consideration of my input and your v this initiative.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91331	No	11/16/2023 5:54	Greetings, As a UCLA alumni and Valley resident, I am highly in favor of having a stop o campus. If this was available to me when I was a student, I could have saved living at home. I had to work many hours to afford housing and transportati could have focused on my education and overall college experience. As you 405 is a traffic nightmare. We need public transit that go to central location A stop anywhere not on the campus does not make sense. For my Graduate had to commute to UCLA. I got rearended twice on the 405, it was so stressf couldn't always afford parking on campus so I would have to park in Palms a the bus to campus. That was an additional hour or so. This is why a stop any on the campus makes no sense. The school is open to a stop, I think that is w and it should be built.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			Merged Document	11/16/2023 8:00	Metro sent out an email this morning that they would like to hear from us--- oblige.....although Metro clearly has no interest in what anyone else thinks- behavior and actions clearly reflect that----it is impervious to criticism and ha interest in making itself accountable Good morning---Letter to the Editor in Times is a very good way to start the day (see below)-- Another good way t today is the following appropriate quote from Plato--- "If you do not take an the affairs of your government, then you are doomed to live under the rule So there is no confusion for the tunnel digging morons at Metro, Plato was a Greek Philosopher--and not the owner of Greek GYRO food truck. And to be Angeles is currently living under the rule of fools at Metro--who think this is 2023. Shovel digging engineers enabled by their leadership and totally cluele the future--but it is about full employment for them--because to quote one great often used movie lines "I have nowhere else to go". The fire at the 10 downtown Los Angeles is a good warning for our community and our city. At to put a tunnel under a residential community led by this group of incompet Metro is a frightening,irresponsible and unhinged thought--unless of course occurs during the summer, so the idiots at Metro can tell us that we won't n our barbecues because the heat coming thru the grills from the easements t to build the project will be hot enough to cook our food. In light of the fact t executives at Metro haven't been right about anything in the last 25 years--h underlying question--why would anyone believe anything they say?---over b every project--behind schedule on every major project---unable to provide s passengers on the trains or buses---continuing to misinform the public---pub bogus surveys---I could go on--but its more of the same--trust is built on cred defy anyone to tell me that they have earned even an ounce of credibility---a we are thinking of giving them money to start their own police force---a truly horrendous idea with the present leadership in place----I can see the future

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91304	No	11/16/2023 10:43	Although I am sure my comments are not unique, I wanted to express my su Alternatives 4-6 (heavy rail) and opposition to 1-3 (monorail). I am writing b am deeply concerned about the possibility of Alternatives 1-3 or the proposa SkyRail Express (John Laing, Skanska, BYD, Gensler, HDR, ACI and Innova) bei approved for development for the Sepulveda Transit Corridor. As someone t the Western SFV right by a G line station and a current student at UCLA, the for this project cannot be understated and I can easily go from my house in SFV to UCLA/the Westside (or farther) without a car. With that said, I implor Metro Board to reject the monorail options, as not only is the cited $6.1 billi proposal incorrect, it is also deeply misleading. BYD has a known history of e and quality issues with their products, as exemplified in the electric buses pu by former LA mayor Eric Garcetti. Although LA Metro has raised concerns ab the past, I am still concerned about their ramping lobbying efforts and attem influence public perception/Board votes through illicit means: BYD will do ar win this contract, and I hope that this fact is apparent to the Metro board in dealings in the US throughout the years (e.g., see Albuquerque and BYD). I a deeply concerned about the lack of ethics and focus on short-term profits of SkyRail Group/BYD. As a lifelong Angeleno, this project will literally transforr and this city for the better: Metro only has one chance to get this right, plea the people and common engineering sense and advance HRT/reject monora this train to be a symbol of progress and innovation, not inept city planning bureaucratic corruption. Not only that but even CalTrans stated "[i]t informed Metro that any alterna adjacent to, I-405 will require extensive dialogue, agreements, easements, a permits, and it notified Metro that due to existing binding agreements, Caltr not be able to convey any rights in certain locations along I-405." The BYD pr even acknowledges that there may be significant costs associated with the c
	Website		90405	No	11/16/2023 19:17	I have reviewed the project website and believe heavy-rail subway with a st UCLA's campus is the best option.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90232	No	11/16/2023 19:19	I am in favor of heavy rail (options 4,5 or 6) and a stop at UCLA. The monora will not be as fast or serve as many riders. I live in Culver City and often take line and would be much more likely to take public transportation to UCLA as the valley if it was fast and efficient, and heavy rail check both of these boxe
	Website		90031	No	11/16/2023 19:19	It is essential you select Alternative 4. This is the only alternative that addres current and future transportation needs of LA Country as a region. No other is acceptable at all. You must not cave in to the tiny minority of vocal NIMBY opponents of Alternative 4. You must select Alternative 4, it is the only optic buildable and relevant. Alternative 4 is the locally preferred alternative.
	Website		91602	No	11/16/2023 19:21	I believe that Alt 4 would be the best option with the cost and efficiency. Bu 6 are also good. Please do not build a monorail. It is a silly idea. Also please d bend to the will of the uber rich people in Bel Air and Sherman Oaks who are delusional. Thank you

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91104	No	11/16/2023 19:22	Please stop asking for feedback. Allowing misinformed, biased or poorly mot individuals or groups to interfere with transportation improvements, causing best, and poor outcomes and wasted funds at worst, is part of the reason we transportation emergency in the Los Angeles basin. Damaged freeways can b in weeks while it takes 20 years to argue over subway extensions, partially e Metro's insistence on offering ridiculous and wasteful alternatives like a mon only encourages conspiracy theories and falsehoods like the idea that a subw cause earthquakes, for instance. There is no question, using a hundred years and examples worldwide, that middle-of-freeway monorails are useless was money, and that subways are the only option for robust, scalable transit in u areas. You might as well be listing hot air balloon options and asking how ma like balloon rides for how much this process is accomplishing--encouraging t bigots to support the most useless option, as they're against all forms of coll action. Please stop. Move forward using data, not endless community meeti surveys. Work faster. Help create a better Los Angeles before those of us cu stuck in traffic or waiting endlessly for a bus are dead.
	Website		91316	No	11/16/2023 19:24	Please, please build heavy rail. Alternatives 4-6 inclusive. Neither Sherman C the SFVCOG speak for the working class, predominantly Latino population of that stands to benefit from this service. Don't forget us like before.
	Website		91411	No	11/16/2023 19:25	I think option 6 is the best option, having the best travel times, reliability, an stop at UCLA. Freeway median stops should be avoided whenever possible, travel times are worse for the monorail. Heavy rail is proven reliable high qu transit, and we should be building a world class transit system in Los Angeles in our future.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/16/2023 19:25	Alternatives 4 and 5 are by far the best alternatives. It's been proven by the projections, so LA Metro should proceed with these alternatives. Alternative best balance cost with ridership. Alternatives 1-3 are lower cost, but sacrifice ridership, and create poor trans experiences at the Wilshire/Purple Line station. With Alternative 1-2 in parti riders may find themselves traversing over 50 ft vertically to get from platfo platform. This is a huge barrier for riders with reduced mobility. The STC stat Alternative 3 is farther from the Purple Line than Alternatives 4-6, also reduc convenience of transferring. Alternative 6 is the most expensive option, but it doesn't provide any additio beyond Alternatives 4 and 5. The ridership is also lower, so there is no reaso proceed with this alternative. Alternative 4 is likely the best option, providing the highest quality service at price tag than Alternative 5. The opposition to elevated rail is baseless and n Plenty of rail around the world is elevated with little to no issues. Sound barr easily be installed to reduce noise, if necessary.
	Website		90404	No	11/16/2023 19:25	Please only consider Heavy Rail. The monorail is essentially a "no project" op favored by NIMBYs in opposition to safe, fast and reliable transit. As a citizen who would utilize heavy rail, this would significantly reduce my c impact for my commute. Please also consider alternatives 5 and 6, or consider making the rail go all th San Fernando.
	Website		91345	No	11/16/2023 19:25	I would like to add my voice to support either Alternative 4 or 5, with Altern close 2nd. Please do not waste time entertaining the monorail alternatives. Thank you.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90077	No	11/16/2023 19:27	I attended one of the open houses and made some comments then. I contin believe that this project makes sense. I commented at the time that there ar issues that I don't know enough about to make a meaningful comment, but someone who actually uses the Metro trains on a regular basis, I much prefe above ground than below. So the monorail alternatives appeal more to me. being able to have a stop at the Getty Center is important as that is a signific and tourist destination. In reflecting further, it also seems to me that the time to construct the mon the costs of those alternatives would have to be faster and cheaper than bo through the mountains. Traffic only continues to get worse, so time is of the And funding is always an issue and seems likely to become even more difficu climate related issues need to be dealt with.
	Website		90250	No	11/16/2023 19:36	I disapprove of any alternative that is monorail. It has significantly lower pro ridership compared to heavy rail, would disrupt the already extremely conge in the Sepulveda pass for many years, and has unappealing stations in the m the highway. I believe a station in the middle of the UCLA campus is necessa automated versions of the project, Alternatives 4/5, allow for the best frequ also has better station placements that would not interrupt the East San Fer Valley light rail line along Van Nuys Blvd, unlike alternative 6. I believe altern by far the best option, being that it is the most cost effective. Folks in the va complain about it being inequitable for being elevated in the valley but not V However, Sepulveda is very wide in the valley and is nearby and parallel to th another elevated form of infrastructure. An unseen benefit of the elevated c the possible buffering of the 405 noise on the east side of the highway which benefit residents. Modern heavy rail technology is not very noisy in my expe least compared to the 405 in this section.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	11/16/2023 19:41	As a neighbor who lives near the proposed stop on by Pico on this line, I wou write strongly in support of Alternatives 4 & 5. We need enough capacity--by my kids are old enough to ride, only Heavy Rail will provide that. Similarly, Ex and Sepulveda is the logical place for a station give that it's the nexus point f the newer, denser housing being built East of the 405. (West of the 405, San seems to fight housing and want a giant airport park, so why run major publ infrastructure somewhere where it's not needed.)
	Website		90045	No	11/16/2023 19:43	The quicker this gets done, the better. Heavy rail is the way to go!!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91401	No	11/16/2023 19:48	It is essential that a subway is chosen over a monorail—this is an area-chang project, that can define a modal commute change for the valley and westsid more affordable housing for students at UCLA, as well as cheaper housing fo employees. It would be insane to select the monorail. It is a whole new, CUSTOM, invent operating mechanism — fleet specific to the monorail, years of custom mair work, and a low ceiling on ridership, all to please some rich people. Please do not make the mistakes of the past, where corners were cut that h low transit speeds and low ridership. Transit MUST beat a car commute time, which is why the fastest, heaviest ri lowest headways make a successful project That is the last point I want to emphasize—that LA is bleeding transit riders because riders feel unsafe but because of low headways. If I want to take the gold line, I wait as much as 24 minutes during off peak h weekends, at which point I can walk a whole mile, plus transit time, or spen dollars and take an uber. headways always need to be below 12 minutes an during rush hour Induced demand is true on roads, but it is also true on transit. No one wants their life around half-hour gaps in service, or be late to work because of long LASTLY—when they open Google Maps, which everyone does, transit should time-competitive Given LA's scale, that's impossible for many routes, but that will be possible train/subway option of the sepulveda project and its transfers to the D Line, versa. You could commute from sherman oaks to downtown in less than 40 That's life-changing! LA has been so shortsighted when it comes to transit implementation. Let's that. THANK YOU.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		94501-3314	No	11/16/2023 19:53	This is an important project that I would use with high speed rail when visiti family lives down here and I am always trying to do it without driving. Please choose a heavy rail option, preferably one with the highest ridership UCLA. Thanks!
	Website		90232	No	11/16/2023 19:53	Alternative 4 makes the most sense for the cost of construction, ridership, a know there is a lot of NIMBY push back on this issue but please don't let it h an important project for Angelinos and the environment. For every loud det there are many quieter or silent supporters of this project.
	Website		90028	No	11/16/2023 20:04	I'd like to state my support for the heavy rail option, specifically 4 and 5. We chance to launch our transit system to the 21st century and have an automa rail line. With shorter consistent headways and a direct stop at UCLA, option have all it takes to set this project up for success. With the entire Westside neighborhoods in support for a direct UCLA stop and integration with E and there is no question we must shirk the monorail and support heavy rail
	Website		91403	No	11/16/2023 20:10	As a resident of Sherman Oaks, I want to voice my strong support for a heav (Alts 4, 5, 6) over monorail (Alts 1, 2, 3) connecting SFV to the West Side. Fro numbers, it is clear heavy rail will provide much greater connectivity to more at faster speeds. I also want to express my hope that Alt 5 or 6, a fully underground alternativ chosen. Metro is currently building the D line completely underground and t otherwise with the Sepulveda Line feels like it is treating SFV as less deservir City/Metro's resources. Considering that SFV continues to densify, and is like the greatest change in density over the coming years, a fully underground su seems like the appropriate choice for the future of the SFV. Thank you all for your continued hard work on this and the many other proje is pursuing. I am excited to see the Draft EIR when it is published!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91754	No	11/16/2023 20:18	I have always bemoaned the inability to take transit between the valley and make frequent trips between the Valley and UCLA and would sincerely love train like I do when I go to downtown or East LA, but the current options are inconvenient and time-consuming. We really need high quality transit in LA s everyone can get around anywhere they need without a car. Looking at the strongly support the heavy rail alternatives (4, 5, and 6) because it just seem obvious that we would want to be able to move more people faster and mal corridor as seamless of a connection as possible. Alterative 1 should be a no for how slow and small it is and especially for how awful it would make it for students, a HUGE community that would benefit from this project.
	Website		91754	No	11/16/2023 20:33	Personally I really dislike driving despite living in LA since my driving skills are lackluster, but despite that I would still really like the independence to be ab anywhere through this city without a car to visit friends and go places that I' We need to be planning for more accessible, more convenient transit right n that can finally be viable! The Sepulveda Corridor would be a huge win for th only if we opt for alternatives 4, 5, or 6. They really stand out as fast, efficien that won't add to the burden transit riders already face unlike the alternativ
	Website		91401	No	11/16/2023 20:34	This family's response to the entire "through the mountains" project is that i insane boondoggle that will make ALL transit impossible for decades and wo entire neighborhoods to be forever changed/decimated. Just as with earlier at mass transit that failed miserably, like putting a subway across the entire mounting a monorail OR heavy rail train atop the 101 Freeway, this, too, wil repeat what a seasoned realtor said back around 1987 -- "this won't happen lifetime!" That statement was made 36 years ago and applies to THIS ridicul scenario as well. Just say NO to the idiocy.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		92532	No	11/16/2023 20:38	It is a known fact that the underground heavy-rail alternatives (4-6) offer sup station placements, higher ridership estimates, lower construction/maintan (the BYD numbers are misleading and it is a certainty that these cost estimat to exceed those of heavy rail), and better compatibility with the greater LA r network. Please, do not ruin a once-in-a lifetime opportunity we have to cor valley to the westside. This project has the potential to transform transporta region and the people have spoken. A majority of residents, students, and co prefer heavy rail alignments. Please, please, do not let the wealthy minority Sherman Oaks) drive an inferior design. You have the support of the people win legal challenges if you go forward with alternatives 4-6 (heavy rail).
	Website		90015	No	11/16/2023 20:39	The Sepulveda corridor has the potential to be one of the most positively transformative projects in LA's recent history. Connecting communities in th directly with the Westside provides access to jobs and cultural institutions, a section in particular is inherently very competitive with driving on the alway congested 405. However, we cannot squander this opportunity by not optin rail or a stop on UCLA's campus. UCLA is one of the world's premier educatio institutions, but can be incredibly difficult to access for the tens of thousand Angelinos that work and study there. Heavy rail is a proven technology that our existing B and D lines, and needs to be the choice going forward.
	Website		91436	No	11/16/2023 20:40	As a resident of Encino I am likely to use this if the project built is fast and co and reliable and easily connects to other metro routes that can get you to ot in LA quickly and reliably. I would endorse the project version that most likel accomplishes that. One that cuts corners or saves money and doesn't accom transit would be a waste in my opinion.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90066	No	11/16/2023 20:48	No monorail! The latest projected ridership figures shows a huge gulf betwe monorail and heavy rail. Heavy rail is clearly the best option. Alternative 4 seems to me to be the best balance of cost and effectiveness, t Alternative 5 and 6 would still be good.
	Website		90024	No	11/16/2023 20:53	1. Accessibility for the general public would increase substantially ? UCLA is a public research university that offers services to the public and th community; as such, its services should be easily accessible to the general pu ? UCLA operates a world renowned health care system and offers state of th medical services, including an on-site hospital. These medical services should accessible to a broader population through public transit thereby greatly exp health care opportunities. ? UCLA's campus contains numerous cultural institutions and sports facilities the Fowler Museum, Royce Hall, and Pauley Pavilion, which collectively host events attended by hundreds of thousands of visitors each year. Access to U UCLA station would connect the public to these events and institutions with need for a car, further reducing impact on our roadways and the environme
	Website		91423	No	11/16/2023 20:59	The Sepulveda Transit Corridor Project needs to be below ground. No on str monorail system.
	Website		91344	No	11/16/2023 21:02	Heavy rail and preferably option 6. Heavy rail from the valley through UCLA option and should be built. For the love of God, please do not build a monorail....terrible option. Respectfully

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/16/2023 21:04	I attend UCLA and frequently travel between Ventura County with the awful all the expenses that come with car ownership. I would like so much to be al make that trip by transit, but the current options take many hours, transfers ticket purchases, etc. The Sepulveda Transit Corridor project really caught m Alternative 1 was very disappointing and would hardly make the trip easier c Students and Westwood residents. Please choose from alternatives 4, 5, and are leagues better in convenience, transit time, and the amount of people th take it at a time.
	Website		90024	No	11/16/2023 21:15	As someone who goes to UCLA and frequently drives to the Valley for work, make the best choice for this project and DON'T BUILD THE MONORAIL! Alte is the best choice
	Website		93065	No	11/16/2023 21:17	Hello, When I attended UCLA last year, I would often drive between Simi Valley an continue to do so when I visit my friends. I often have to come home late du or to avoid traffic. It would be very beneficial to me and future students/wo use public transport to make this journey. It might also decrease 405 traffic, people make the switch to public transport due to the convenience. Unfortunately, Alternative 1 seems disappointing and would hardly make th easier. Please choose from alternatives 4, 5, and 6, which are much better in convenience, transit time, and the amount of people that can take it at a tim you.
	Website		91311	No	11/16/2023 21:29	General comment altho I might use the corridor to get from Chatsworth dow VA hospital. Regards route naming and overhead announcements: There are NINE letters English language which rhyme with E. On the station and in car announceme can all sound alike. Better to give the routes descriptive names and colors th more sound-alike letters.
	Website		93101	No	11/16/2023 21:31	I support any heavy rail option. Alternative 4 and 5 are the best. Monorail is way. We have to serve UCLA directly. I commute to Long Beach often so I wi this in the future!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90039-1211	No	11/16/2023 21:42	Hello! I can't tell the MTA & LA City officials how pleased I am to see conside progress on this hopeful subway line [Option #5 being the best option]. Alth already forewarned friends & colleagues who live in the heart of the S.F. Val punch their tickets yet for a quick & safe ride into the Westside [most likely this line built in my lifetime], this is a WONDERFUL project for Los Angeles to feel like a true city, moving people efficiently & safely from the heart of subu of the most congested parts of the city [& perhaps the world], linking Downt Westwood, UCLA & Westwood Village. Please continue progressing on this, our federal government to fund a good portion of this project & eventual ex LAX.
	Website		90031	No	11/16/2023 21:53	Please select alternative 4. This is the best option.
	Website		90025	No	11/16/2023 22:17	It is an environmental imperative to select one of the heavy rail options and of the monorail options. The monorail offers fewer ridership opportunities, for UCLA students, and a correspondingly lower emissions offset profile. I pr Option 6 as it offers the most promise for transit oriented housing (Sawtelle south to LAX are more environmentally friendly than Sepulveda / the 405 fo Sepulveda Line extension) and, selfishly, because I live closer to the planned Option 6 (and would welcome any construction nearby that would entail!), b 4-6 are all far superior to Options 1-3. Thank you for your consideration.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90034	No	11/16/2023 22:18	As a UCLA student, I hope Metro chooses one of the heavy rail options 4-6 s better travel throughout LA. Using Metro's own travel demand model, an or UCLA station would be the busiest non-transfer station in the entire Metro F Access to a UCLA station would provide the largest potential for ridership, co to as many as 120,000 average weekday boarding's - which can help sustain and its goals. Riders choose to optimize travel times. Therefore, using a tran connector to another separate station would decrease significant potential f ridership among UCLA travelers and is not a substitute for a direct on-campu which have travel times between 12 and 24 minutes. If UCLA is to utilize a n the evidence suggests this is best facilitated through options 4-6.
	Website		91604	No	11/16/2023 22:26	Please select one of the heavy rail alternatives: Alt 4, 5, or 6. I prefer Alt 6 as Van Nuys Blvd. I frequently commute to the Westside from the Valley for me including UCLA (previously worked there and commuted over Beverly Glen), love to utilize a rider-focused Metro rail line. We know passengers prefer he and underground systems, and the goal should be to drive rail ridership regi making it the best-in-class alternatives for passenger experience.
	Website		90066	No	11/16/2023 22:31	It is absolutely necessary to select either option 4 or 5 for this project. The m options, which are slower, lower capacity, have worse station locations and proposed by an unreliable and shady company, will NOT encourage drivers t using public transit. The heavy rail connections are AMAZING and will have a transformative effect on the state of public transit in Los Angeles. This vital l tens of thousands of people out of cars, help us reach our climate goals, help affordability, and overall be a massive boon to both the valley and the West Please select option 4 or 5 for this project - we only have once chance to bui class connection in this corridor, let's make it the best we can imagine!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Neal	91403	No	11/16/2023 22:56	Underground is the best option for the San Fernando Valley. Under Sepulved the most sense. The other option is monorail down the 405. Raised rail on S unacceptable.
	Website		90016	No	11/16/2023 23:13	I strongly support Alternatives 4 and 5 for this project. There needs to be a g connection at UCLA, and it makes more sense to align to Sepulveda Blvd on westside, in terms of later phases connecting to LAX. The Centinela corridor better transit, but the land use along Sepulveda will be much more transit-o

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91304	No	11/16/2023 23:21	So MTA Los Angeles has the resources for the Sepulveda Transit Project, K Li and the continuation of the Purple Line Subway, yet MTA Los Angeles canno to provide bus lines 788 (SEPULVEDA PASS/405 FREEWAY), 750 (CONTINOUS BOULEVARD), or increase bus frequency for the Orange Line. UNACCEPTABL Do you really expect the public to believe the "Next Gen Study" indicated th transit riders doo not want or need lines 788, 750, or increased frequency o Orange Line? PLEASE BRING THESE LINES BACK. Do MTA Executive Board Members have even the slightest of concept as to of damage a 30 to even a 45 minute wait at an Orange Line Station does to person's commute, to his or her safety? You don't understand because you sit comfortable in your offices while we s suffering caused by chronic delays, violeny crimes, thugs swarming around u who they can con or traumatize, and all the while we are begging God for th arrive sooner than later. God knows I am telling the truth. Lack of security personnel is also very much STILL a problem and you throw service at us with your woke "Transit Ambassadors" who spend their shifts s their cell phones. Your contempt for law enforcement and security personne disturbing. God knows I am telling the truth again. The lack of public restrooms is chronically disturbing. Chatsworth and North Stations STILL DO NOT have adequete public restrooms for the droves of pe are going to respond with the excuse of "Well, the homeless present a very difficult challenge for us to be able to provide, operate, and maintain public restrooms."... Save it because the homeless crisis is NOT an excuse anymore adequete public restrooms for transit riders. PEOPLE HAVE BOWEL AND BLA PROBLEMS. MTA Los Angeles must accept these various challenges and understand that public did not come to you. YOU CAME TO US. YOU WORK FOR US.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91403	No	11/16/2023 23:31	While I appreciate the opportunity to provide commentary, I know that in th city going to what it wants regardless of the impact on local citizens. In any e strongly recommend a completely underground subway from Van Nuys to th side. My favored path is under Van Nuys Blvd. To construct an above ground passageway along Sepulveda will permanently disrupt the lives and property Sherman Oaks homeowners.
	Website		90049	No	11/16/2023 23:33	Our home's backyard butts up against Sepulveda Blvd north of Sunset. How project affect me personally, will the monorail over the 405 add more noise, underground plan go under my home, where will the Getty station be, north of the museum entrance or on the Getty property? These are very importan my family and me. Thank you
	Website		90066	No	11/16/2023 23:37	Alt 6 has the best travel times but the ridership numbers are lower than alte 4&5. Are the ridership numbers lower because it's driver-operated and not a (longer headways thus fewer trains during peak hours)? Why is the Alt 6 rou being studied as driver-operated? Is there anything preventing the Alt 6 rout using automated trains? In previous polls and comment periods I've select Alt 6 as my preferred optio was based on the route, stations, and transfer points. Driver-operated vs au did not play a factor in my decision and I assume I am not alone. If Alt 6 were studied using automated trains it would have the best travel times and I pre similarly high ridership numbers.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90019	No	11/16/2023 23:54	With much higher projected ridership for alternatives 4-6 compared to alter (up to 87% higher!!), it is clear that heavy rail is the transit mode that Los An needs for the Sepulveda Transit Corridor. Having transit stations in a freeway low ridership and makes for a bad travel experience, as LA has learned again No alternative without a direct stop at UCLA or with most stations located in should be considered. Alternatives 4-5 in particular with their better connec E line at Expo/Sepulveda with existing and planned high-quality bus service, possible frequencies through automation, are the best options. With such a amount of Measure M money available, record federal money available thro IIJA (some national transit projects, like the Gateway tunnels, have received federal share), and such high projected ridership, LA will be able to afford th rail alternatives. This is a once-in-a-generation project and we have got to ge right.
	Website		91604	No	11/16/2023 23:57	Great progress seems to be happening on this much needed transportation
	Website		91602	No	11/17/2023 0:40	Not sure which of the heavy rail alternatives are best but I am opposed to th options. Please be sure to include a station at UCLA. Finally, I am no longer in Angeles area, so please remove me from the mailing list. Thanks!
	Website		90043	No	11/17/2023 2:46	UCLA is the fourth-largest employer in LA County, so a stop there is paramou rail is also the way to go. If other cities on the ring of fire can build heavy rail earthquakes, we can too. As a person who lives near a K line stop and works Wilshire and Bundy, I support this rail overall, and agree with many who pre 6. It is unfair for a few homeowners to get their way over the MANY student and others who cannot afford to live in West LA but have to waste their time therefore their life, stuck in traffic to get there, while in a car or on the bus.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90720	No	11/17/2023 3:10	Alternatives 4 and 5 are the only two alternatives that provide the highest-q transit service that is competitive with auto travel and adequately serves the populations. Automated heavy rail has the highest capacity, best frequencies the most reliable type of service. A station at UCLA is essential and must be i Please advance Alternative 4 or 5 as soon as possible to start transit service hundreds of thousands of people who need it.
	Website		92103	No	11/17/2023 3:21	As a young person who is concerned about the future of Los Angeles' public transportation, its capacity, speed, and overall ability to move millions of pe decades to come, it's VITAL we support the heavy rail alternatives, specifical and serve UCLA (and eventually LAX) directly with rail at Gateway Plaza. We one opportunity to make this right, let's do it now instead of cheapening out objectively a worse project (like monorail alts 1-3).
	Website		90024	No	11/17/2023 3:48	Alternative 4 or 5 are definitely the best options and as a UCLA student are t options that really work for me. Please don't do a monorail
	Website		90013	No	11/17/2023 3:54	I want heavy rail Alignments 5 and 6 A STOP on UCLAs CAMPUS Absolutely no monorail
	Website		91913	No	11/17/2023 4:25	As a young person who is concerned about the future of Los Angeles' public transportation, its capacity, speed, and overall ability to move millions of pe decades to come, it's VITAL we support the heavy rail alternatives, specifical and serve UCLA (and eventually LAX) directly with heavy rail at Gateway Plaz have one opportunity to make this right, let's do it now instead of cheapenir what is objectively a worse project (like monorail alts 1-3).
	Website		92054	No	11/17/2023 4:38	Please support Alternatives 4 or 5. A station at UCLA and the frequency affo ATO is critical to the success of the project.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90063	No	11/17/2023 5:41	All monorail options are silly and anybody still suggesting them aren't seriou
	Email			No	11/17/2023 8:00	All-- In the clarity of the morning---there are some additional facts I would l point out--starting with--what the hell is Metro doing besides providing full employment for a group of clueless, inept engineers for the next 30 to 40 ye are clearly intentionally deceiving the public with the project known as the S Transit Corridor. Why are so many people at our border?-- one main reason their governments are simply failing--if you can't provide basic safety and giv the chance for tomorrow, they look elsewhere--and that's what could happe city--from smash and grabs, unsafe public transportation, the homeless over our city (courtesy of our last Mayor--who in Middle Ages Terms would have known as "Eric the Useless")---the list goes on---where is our leadership and public agencies truly accountable? It's the Question of the day...and the reas last two years more people are leaving LA than coming here. Which brings Metro who has been working on this project since 2014--I hate to be redund it's true. What is the object of the exercise--logic and common sense (attribu missing from this project) would dictate in the Los Angeles sprawl that the p object would be getting people to the airport from the Valley with a spur to using electric buses from a stop near the Skirball.. Instead because Metro ha and squandered tens of millions of dollars, UCLA has hijacked the project an demanded that a subway be built under a residential community at a cost of (real number after certain litigation--which might kill the project all together go directly to them---could you imagine anyone even suggesting this under Pasadena? If we had had a real former Mayor--who clearly did not use his he as a neck ornament---this idea would have been killed immediately on prese Insane to even contemplate building a subway at 4 to 5 times the cost of bu monorail--no capable business executive or responsible public servant would suggest that as an option. Furthermore, based on their track record, providi with money is like asking a drug addict to manage your money--and what do

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91316	No	11/17/2023 15:50	These monorail options are terrible and should not be taken seriously. I wou option 6 so we can really start to move LA to be a great transit city. I'm oper 4 and 5 too, but I really think we need the fastest for this to stand the test o
	Website		90065	No	11/17/2023 16:50	Hello. I support heavy rail, which means Alternatives 4 or 5. Heavy rail is bes proofing the line as ridership increases. UCLA must be served effectively and efficiently. Thank you
	Website		91602-4308	No	11/17/2023 17:02	Please build this as rail/subway, not monorail and the sooner the better. Me WAY too long to accomplish anything, it's a disservice to we Angelenos
	Website		91356	No	11/17/2023 17:34	Montreal's REM subway costs $139 million per mile and they built 42 miles o 2016, with a majority of the system now serving riders. When superior borin machines are now available by companies like the Boring Company – a local Angelinos expect and sorely need an atypically quick and efficient build time commute of 14 miles from Tarzana to UCLA takes around 50 minutes, and m seldom recommend the freeways. Reference article: https://www.bloomberg.com/news/articles/2023-10-30/how-montreal-s-ne transit-line-saved-millions-per-mile

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91040	No	11/17/2023 17:57	Regards station locations, I urge that situating a station on the UCLA campus reconsidered, on two counts. First, commujting students' convenient access classroom instruction and academic advisors ought to be a paramount consi feel that this ought to be number one priority, above the public access to a c center, a sports event or an outpatient appointment. There would also be a uphill climb from the current projected station locale - significant topograph elevation to be confronted with, particularly those students with physical dis As an example of the latter, in the early 1980s, the design of a stairway thru Park on the north side of Kerckhoff Hall was a design imbroglio. Disabled Acc advocates got into the fray and the local state senator as well as the UCLA A Association took interest. The L.A. Times produced three articles over the co The current decision to ignore the factor of topography as well as North Cam comparatively remote from the current projected station locale are problem Student groups have yet to make more detailed analysis of negative consequ Secondly, there is a flood threath illustrated by the notorious DWP pipeline l under Sunset Boulevard. It illustrates how a flood could emanated from Ston Creek in a climate related downpour. During heavy winter rains in 1998, Sun partially flooded one morning adjacent to the elementary school. What wou happened if the Stone Canyon watershed had been burnt off? I feel that a ca subway station ought to be constructed on safe high ground. Tunneling deep the bedrock upon which Rolfe Hall, Royce Hall, Powell Library, Mathmatics S and Geffen School of Medicine would afford a subway station beneath Porto east of Moore Hall, at the top of the stairway I've mentioned and much mor central location on campus. If Metro can afford to construct the deep Down Connector station under Bunker Hill, it ought to be able to do the same at U
	Website		90272	No	11/17/2023 20:12	When will there be a decision on which of the six proposals will be adopted. only Plan 6 makes any sense

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90004	No	11/17/2023 21:32	I heavily support Alternatives 4, 5 or 6 for heavy rail to connect the valley wi west-side with a station at UCLA. In addition to the speed increases compare monorail alternatives, it allows for much easier connectivity to the rest of th already built. It makes no sense to build a new additional form of transit tha none of the same compatibility, speed, ease of access, or rider capacity in th concepts. The potential ridership alone of a heavy rail alternative to the 405 easily make it one of the highest demand transit projects in the country bar likely will only have one chance in a generation to get this right, so lets make future proof as possible!
	Website		90094	No	11/17/2023 23:16	It is incredible important to go with one of the heavy rail options, NOT any o monorail options. Station placement is key, and only the heavy rail options h station locations. I prefer Alternative 6, as I think it would actually get the hi ridership (in contrast to what the EIR says). The station at Bundy/Expo is poi true urban station in the way a station at Expo/Sepulveda wouldn't be. How Alternatives 4 and 5 are acceptable.
	Website		91401	No	11/18/2023 1:24	I believe that Los Angelinos need a high capacity transit system, and that MT choose a heavy rail option for the Sepulveda Bypass Project.
	Website		91325	No	11/18/2023 3:20	I have thought long and hard about how to get people out of their cars and r The only thing that will work is when they witness while waiting in traffic tha moving forward faster then they are. If we hide Metro under ground we lose advantage of seeing is knowledge. Please, please run the 405 corridor along freeway and not under ground.
	Website		91101	No	11/18/2023 21:41	I'd like to advocate for 1. Heavy rail 2. Automated trains 3. An on-campus UCLA stop

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	11/19/2023 23:17	UCLA must have a Metro station! This would be so helpful for students trave different parts of the city, particularly those without a car. College students burdened by classes and tuition, so we should not need to spend exorbitant of money on Ubers nor should we need to take 2 hours to get somewhere b
	Website		91403	No	11/20/2023 5:38	1.) The homeowners and property owners must have discounted tax rates d construction as they will endure the construction noise and congestion. The lasted for years and created many months of sleep deprivation due to the co noise. The debris was endless and many became asthmatic from it. 2.) Shelters must be added. Nightly 600 people exit the train with nowhere t avoid this shelters must be added nearby so no one is sleeping or lighting fir underneath the 405 freeway. 3.) Security must be added so additional deaths do not occur around and wit metro stations. You can add all the transportation you want however until people feel safe a demand to want to ride metro is supported this is a waste of taxpayer mone the proposals address the root cause of ridership diminishing which is safety
	Email			No	11/20/2023 8:00	Hi! I would be very happy with option 1 since it uses the infrastructure alrea available on the 405 to build the monorail in the middle!!
	Website		90404	No	11/20/2023 15:50	None of the heavy rail proposals make sense because they do not include a s Getty Center. This is a major tourist attraction in Los Angeles and also a prim destination for LA County residents - why not make that accessible? Also adding stops closer to UCLA as shown on the monorail maps will make U Medical Center more accessible to patients who cannot walk long distances train. However you will need to make 100% sure these stops are all complet accessible with multiple elevators/escalators and will also need to make sur construction does not disrupt UCLA Medical Center's operations in the interi

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91801	No	11/21/2023 3:36	Hi, there! I am a PhD student in Environmental Engineering at UCLA and a pr transit enthusiast. In line with many of my peers, I would love to advice for a station on our campus with a direct connection to the D-Line (Purple), since critical for advancing equity and accessibility, not just for us Westsiders and the San Fernando Valley, but for all Angelenos in general. (As a personal exa father has not been allowed to drive his car for the past year because of an u DMV rule, so he has been enjoying taking transit more with my mom (who d have her license at all). However, because they are older, it is not possible fo walk very far, and having the on-campus station would be incredibly helpful they come to visit me / when I want to show them around.) Thank you so m advance for your consideration, and please let me know if there are any way student community can help!
	Website		90019	No	11/21/2023 5:26	No monorail please! Alternative 4 looks the best because of the aerial portio north. Alternatives 4, 5, and 6 would all be much much better than monorail
	Website		91504	No	11/21/2023 23:42	It is essential for the future of Los Angeles that the alignment chosen for the corridor go directly to UCLA and utilize a heavy rail option for speed and cap reasons. UCLA is one of the cornerstones of this city and employs or enrolls enormous number of people. It deserves a fast and efficient public transit op Please do not let neighborhood interest groups pushing for so-called local "e confuse the goals of an infrastructure project that will benefit hundreds of th of people in total, if not millions, for generations to come.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91767	No	11/22/2023 17:50	Heavy rail is a superior option compared to monorail for the Sepulveda Corr several reasons. Firstly, heavy rail systems have a proven track record of hig and efficiency in densely populated urban areas. The Sepulveda Corridor, be crucial transportation link in the Greater Los Angeles region, demands a robu scalable solution to accommodate the anticipated high volume of commute rail's ability to handle large passenger loads and its potential for future expa make it a more sustainable choice for addressing the region's growing transi Additionally, heavy rail systems often integrate seamlessly with existing urba networks, fostering connectivity and providing a comprehensive solution to complex transportation challenges faced by the Sepulveda Corridor. The esta reliability and performance of heavy rail further underscore its suitability for efficient and effective transit in this critical transportation artery.
	Website		90024	No	11/22/2023 18:06	It was very exciting to attend this meeting about the Sepulveda Transit Corri project. Seeing the new ridership numbers and anticipated travel times was believe that this data once again emphasizes that heavy rail is the correct op this project. If a heavy rail project is selected, it will serve riders and commu stakeholders around UCLA and in the valley best. I also would like to emphas importance of a stop on the UCLA campus. If Metro selects a monorail optio be option three because a stop at the UCLA campus would be one of the mo in the entire LA region. I encourage the committee to select options 4, 5, or would service UCLA with a heavy rail station. If a monorail option is selected option 3. Option 3 is the only monorail choice that properly serves riders an community.
	Website		92691	No	11/22/2023 18:15	Alternatives 4 & 5 are the best options to serve the LA Sepulveda communit ridership and headways alone speak for these alternatives. Keep heart and c threatened by the Bel Air HOA. You won against Beverly Hills and continue t the best options for your riders.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90026	No	11/22/2023 20:36	As a resident of central Los Angeles who works along the Sepulveda Transit c and traverses this route on my daily commute, I enthusiastically support the quality, quickest, best-connected, highest ridership alternatives -- namely, h alternatives 4, 5, and 6. In terms of cost effectiveness, ridership, connectivit transit time, these are the clear winners, representing the only alternatives t allow me to electively choose commuting by public transit over private car. T monorail options are a laughable joke, as Metro well knows -- half the riders double the transit time, with stations letting riders out in the middle of freev nowhere near their destinations. Will Metro, Caltrans, or BYD be financially r for the very expensive infrastructure required to make freeway-adjacent sta walkable or well connected for transfers? Will these significant costs be fact overall cost effectiveness ratings? It is abundantly clear which options are best for *transit riders*. We simply c the opinions of the wealthy few in rich, exclusionary neighborhoods who ne public transit dictate what would be best for the vast majority of angelenos. would have a public relations disaster on its hands should it choose to cowe belligerent voices of the Fred Rosens of the world, rather than listen to the v majority of stakeholders who support the alternatives which are clearly, obj best. Of the 3 heavy rail alternatives, alternative 5 seems best to me -- it has auto and frequency in its favor, and as it's largely underground in the valley it wou the support of valley associations. Let's build the option that is most likely to get federal support and transform Angeles for the better -- heavy rail!!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		94303	No	11/23/2023 8:27	Alternatives 4 and 5 utilizing heavy rail will deliver the most benefits to the c They have the fastest travel times and highest ridership due to the better ali that serve the most users and the inherent advantages of heavy rail in speed capacity. Alternatives 1-3, among other issues, utilize alignments adjacent to 405 freeway, which will cause sound and air pollution issues at stations, deg ridership experience. The main reason why Alternative 6 is a lesser option is southern alignment precludes future convenient expansion to the south tow and the K Line. In summary, Alternatives 4 and 5 with heavy rail should be the preferred alt for this project.
	Email			No	11/26/2023 8:00	Hello! As a resident of the San Fernando Valley, I wanted to write in and exp strong support for alternative 4 for the Sepulveda Transit Corridor project. H any of the three heavy rail alternatives would be amazing, but alt 4 seems to best and also most cost effective option. I'm opposed to the monorail opti are going to invest the time and money required to get a badly-needed trans through this area, I'd rather see it done right. The monorail options would n fast or effective, and I think that choosing one of them would be catering to of wealthy neighborhood associations which are trying to block and reduce t of this project. I very much hope Metro does the right thing for the greates of people and chooses a heavy rail alternative for this corridor. Thanks for yo
	Email			No	11/26/2023 8:00	To whom it may concern, As a resident of the San Fernando Valley area, I am express my support for building a heavy rail in the 405 corridor between the the west side. I understand the Sepulveda Transit Corridor project is in a stu and that the scope of the project is under evaluation at this time. As a reside capacity and fast rail line would better serve our community and would ince other residents to use this fast rail line over their cars for their commutes (w monorail would not). Thank you for your time.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/27/2023 8:00	1/ Just drop monorail now and the needless expense of studying this. We do to add yet another different mode to Metro's system. 2/. Selection #4 is bes by #5 and #6. (The heavy rail modes) They must include the on campus UCLA otherwise, why spend all the time and effort of trying to get people out of th over the pass? UCLA would also probably like to have a lot less cars coming t as well. #4 saves some money with the elevated portion- if the area will acce would have gone for #6, but it duplicates the ESFV line (a very poor line). Su should have come from under the mountain from UCLA with stops at Ventur Magnolia, G Line, Van Owen and then Amtrak/Metrolink station. So because decisions were made, disregard #6 3/ And here we go again, "Nimbys" fighti tunnel. Please remind the the initial red line is under houses and now of cou more recent Purple Line issues with Beverly Hills High have all been built and house has fallen down. Please do everything you can to not let your project because of this. 4/ Selections #4 & #5 need to connect to Expo at Sepulveda connection and sets up for a better route south to Culver City, Fox Hills on th route to LAX Thank you.
	Email			No	11/27/2023 8:00	Dear Metro, Please prioritize the three options that move the most people (options 4, 5, and 6). All of the heavy rail options seem to be head and shoul than the others. It should be a project priority to serve large passenger gene UCLA. Significant effort should be put into placing stations as close as possib destinations (like the university) and creating strongly connected pedestrian infrastructure around the stations. I'd don't want to exit a station to then wa distance to find an attractive destination. Avoid placing stations in loud and unwelcoming freeway medians. Thank you for your time and attention,

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/27/2023 8:00	Hello, As a Valley resident and worker (with an office at the potential Sepul Ventura station), I want to express my support for Alternative 4. This alterna the best combination of ridership, utility, time savings, and cost savings vs. t alternatives. The elevated portions of Alternative 4 are located along an extr Sepulveda Blvd, which can accommodate an elevated structure in the center roadway with minimal impacts. The Sepulveda route hits many important de including the employment node at Sepulveda and Ventura Blvds. Alternative serves UCLA, which should be the highest priority of this project. This conne allow students to live in lower-cost areas of the Valley and efficiently commu classes without contributing to GHG emissions. The efficiency of lower presu for the elevated portion, highest (or very close) ridership, and time savings s this Alternative over the top to the selected route. Alternatives 5 and 6 are good, though presumably more expensive and potentially less cost efficient (or almost entirely) subway routes. I would support either of these options, well. Alternatives 4-6 all would use an existing technology that Metro uses o and D lines, which would allow more inter-system flexibility in purchasing an maintaining and operating equipment and cars. I oppose the monorail alter expensive, low ridership, and slow. For this amount of investment and this in of a transit connection, heavy rail is the only option to get this investment in future right.
	Website		90066	No	11/27/2023 19:51	This project needs to be an underground Subway. Please build this right. Any options with the underground Subway are ok with me, but Monorail is a bad Underground tunnels are more sturdy and reliable than dealing with anythin ground. LA needs far more subways, and far less lightrail/at grade trains. Tha
	Website		90065	No	11/28/2023 0:20	We really need this as heavy rail! A proven technology in this city that we ar using.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		94704	No	11/28/2023 5:12	Please continue studies on alternatives 4 & 5 and disregard all other (mainly monorail options). Our area needs an interconnected rail network that is abl connect or expand with the existing metro network! UCLA students support transit fanatics support 4&5 and the numbers & data support their claims th better ridership and cost wise. Thank you!!
	Email			No	11/28/2023 8:00	In regards to the Sepulveda Pass transit corridor, the monorail alternatives be considered for this transformative project. In a November 27 metro upd monorail supporter from Sherman Oaks shared the following quote: I love Angeles, and I want it to succeed. But I don't want it to succeed at the cost c communities. Let's put in a beautiful monorail system that will silently whoo traffic on the 405. That's the best advertisement for transit there is." – Wayn Williams, Retired photographer and filmmaker, Sherman Oaks I want to po attention to the cost of the project to communities. This project will serve to the westside to the valley, offering a vital link that the region has been missi decades. But what communities will this project actually serve? Metro riders the system has historically been dominated by the working class. People wh commute to work and in the case of this project have spent countless hours traffic along the 405. Building a reliable, effective link between the Valley a centers in Westwood and Santa Monica should be the #1 priority for this pro monorail fails to connect to arguably the largest job site, the UCLA campus. proposed "people mover" is inexcusable and the ridership estimates recentl Metro show this. What is the point of a billion dollar transit project if it fails the people it was intended to serve? Unfortunately concerns shared by the Oaks HOA and residents of Bel Air are all being made with the purpose of de project. Fear mongering is the only tactic being used by these groups. Basele of "seismic disasters" and other imaginary threats to their wealthy homes ca taken seriously. Why are these groups resorting to these tactics? Because th understand that the overwhelming majority supports heavy rail. Commuters students, working professionals, and many other groups are in strong suppo heavy rail. Not to mention, those who support the monorail will likely never foot on it were it to be built... We cannot let the baseless rhetoric of the we outweigh the voices of the majority, especially when the majority is orders

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/28/2023 8:00	Hello, As I'm writing this, I'm on a G line bus headed towards Balboa to cat Commuter Express 574 across the 405 to El Segundo to work. The Sepulveda transit corridor is obviously critical to me - and hundreds of thousands of oth Angelenos. This commute - from Warner Center to the South Bay - takes me majority of it stuck in 405 traffic. I am glad Metro is prioritizing a new line he come soon enough. I'm writing to offer some comments on the proposed a for the transit corridor, critically, the difference between heavy rail and and To be blunt - a monorail is unacceptable. The project must be heavy rail. To the obvious - ridership and trip time. Metro's own projections for ridership s rail alternatives 4 and 5 having nearly double the throughput of monorail alt and 2. Concurrently, all heavy rail alternatives are 50% faster than all monor alternatives. This is critical for a few reasons. First, any real rapid transit lin across the 405 will run at capacity. The 405 already does, as we all know. A f share of projected riders for this project are converted drivers than practical other Metro project - this is a line that has the potential to be faster and eas driving for nearly every trip. It is a safe bet to think of the 50-60k extra daily enabled by the heavy rail alternatives all as cars removed from the 405. Why would pick the monorail and willingly give up on providing a service that obj twice the performance is beyond me. I hear Metro's concerns. Tunneling is But - what's the cost per rider? Not just now, but 20, 50, or 100 years from n is the cost we pay in climate impacts and dirty air (in a city with some of the quality in the nation) from 60,000 daily car trips we fail to prevent? How doe scale when considering southward expansion - to LAX, the South Bay, and be not good. And when the monorail breaks, who do we call? Operators and e every major transit system - including LA - have experience with heavy rail tr works, it's reliable through a hundred years of iteration, and there is a reaso everywhere. Will potentially new riders trust a new Sepulveda line that is lik
	Email			No	11/28/2023 8:00	Subject: Choose Heavy Rail. No monorail! The latest projected ridership figu show a huge gulf between monorail and heavy rail. Heavy rail is clearly the b Alternative 4 seems to me to be the best balance of cost and effectiveness, Alternative 5 and 6 would still be good.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/28/2023 8:00	Essentially, I feel it should be a heavy rail transit line. That would make it eas hook up to the future Wilshire subway to Westwood and the VA Medical cer future plans may call for having direct transit from Van Nuys to Downtown L heavy rail system that might be possible to eliminate transfers. However, it c happen with a monorail line. I feel a station at the Getty Center is necessary having a connected station at UCLA is essential. Moreover, I feel a monorail would be more of a tourist attraction between the Valley and West LA more anything else.
	Email			No	11/28/2023 8:00	Subject: Strongly support the heavy rail options for the Sepulveda Transit Co a resident of Los Angeles I strongly support the heavy rail options either Alt 4 the Sepulveda Transit Corridor based on the faster travel times, better conn UCLA, and significantly higher projected ridership. This is a once in a lifetime investment, and it makes sense to choose the options that create the best tr experience. Thank you for your ongoing work on this project and I am excite the Metro community transit investments happening in the future.
	Website		90291	No	11/28/2023 15:29	Heavy rail is the only responsible & reasonable option, financially and operat
	Website		90302	No	11/28/2023 17:58	monorail options would provide a scenic view through socal
	Email			No	11/29/2023 8:00	Hi there, I'm a frequent Metro rider and I'm emailing in support of Alternat 6 and to strongly oppose any monorail options. I think having a convenien stop is critical in light of the high cost of living for campus-adjacent housing. think a Getty station is necessary. I think Metro should acquire/eminent dom whatever property is needed to build a great new rail connection that will se Angelenos for decades to come.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/29/2023 8:00	Subject: Heavy rail to UCLA please! Hi, I support heavy rail to UCLA (optior doctor is there and I have a disease that will soon take my ability to drive. N transportation is not a toy problem, it is vital for people like me to live our lives. Transferring from light rail to a bus or people mover will be an unneces burden with my mobility scooter. It is also important to call out that my do of less than 10 specialists in the country for spinocerebellar ataxia. People tr out of state to see her and her team. Transit to the doctor needs to be easy figure out for people who come here from other places and also have to get a wheelchair. A one-seat ride is much better for this. The non-heavy rail op here are laughable - building a light rail so motorists can see it from the 405 misses the point. This isn't a model train set, it's a functional and vital piece infrastructure. The conspiracy theorist in me suspects that NIMBYs are using horrible options to lead us down a road where our project is so inefficient, it impossible to fund. The data in this report are clear. More people support more people would use heavy rail, the cost per ride is lower. Stand up and g done the right way! The majority of the region supports this.
	Email			No	11/29/2023 8:00	Greetings, I am a daily metro rider and LA resident. I support options 4-6 wit specifically alt 4 heavy rail in favor. I do not support monorail options in an and the low ridership numbers and longer times and no direct UCLA connect lead people to choose to not take transit and further increase traffic and tox emissions. Heavy rail is by far the best option for this project. Please don' to rich bel air residents because it's clear the majority of the people want he
	Email			No	11/29/2023 8:00	Subject: Build Alt 4 . Alt 4 is the cheapest of the Heavy Rail options and will high ridership. Please do not cave to the insane NIMBYs of Bel Air and Sherr The region deserves better than the future they want.
	Email			No	11/29/2023 8:00	Subject: Alternative 6; Please choose alternative 6 for this project. Makes th sense. Monorail is for the Simpsons and Disneyland. Less capacity, slower, a unsightly.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90049	No	11/30/2023 0:22	For the love of God, please do not consider the monorail option for the Sepu corridor. If monorail was a good mass transit system it would have expanded the airports and Disneylands of the world (it has but in limited circumstance Monorail is ideal for a closed loop system, not a vast metropolis that is Los A Don't ruin this opportunity to finally bring mass transit from the Valley to th Westside. Secondly, if you really want to hit a critical mass of people actually using this and preferring it (beyond those who have no other choice unfortunately), th MUST connect directly to UCLA and Westwood, the largest employer and ca population in the city! I grew up in the Valley, walking distance to the Orang at one point would commute daily to UCLA. The 101 to 405 commute was te everyone knows. If there was a subway from Van Nuys to UCLA directly, I wo 100% used it daily and the orange line rather than a car and pay for a parkin on campus. It would have not just been cheaper but FASTER. The monorail v inconvenient and slow and indirect that I want to emphasize again that peop who could afford to have a car would still use a car than use the monorail. It planners for Los Angeles move beyond thinking of mass transit riders withou other options and finally create a system worthy of generating voluntary ma riders. This is that opportunity!
	Website		91010	No	11/30/2023 1:11	Option 4 looks great. This is going to be a busy line, need the capacity.
	Website		91303	No	11/30/2023 1:22	I am in support of any of the heavy rail options. Preferably would like to see most.
	Website		90039	No	11/30/2023 1:51	I want to voice my support for a heavy rail option. LA deserves a high capaci frequency rail system this is an important generational investment.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91324	No	11/30/2023 3:46	To Whomever It May Concern: The Sepulveda Transit Corridor Project must be completed as heavy rail. The alternatives are a deceptive move by Sherman Oaks to attempt to kill the pr making it less efficient. The monorail isn't a serious enough option, possibly disqualifying it from federal funding, which would likely terminate the projec ridership numbers and travel times speak for themselves. There is no logical pick a monorail alternative to the heavy rail. A station at UCLA is a must. Hav connectivity to UCLA will greatly reduce congestion and improve connectivit students. The Getty Center station doesn't have significant enough ridership a station, and it will add unnecessary time to the journey through the corrid Increased bus service from the two closest heavy rail stations to the Getty, c Valley, one in Westwood, would be a much better option, in my opinion. I pe don't have many strong opinions between heavy rail alternatives 4, 5 and 6. think having aerial or elevated heavy rail in the valley is inequitable nor is it a thing. In conclusion, the monorail would be a joke of a project, the heavy rai the only reasonable decision for the future success of Los Angeles regional tr
	Website		90026	No	11/30/2023 3:54	I support option 4 as it makes the most sense for ridership, cost, and time.
	Website		90024	No	11/30/2023 4:01	Public transit is most effective when it caters to the most number of people means that the system must be both convenient to access and regular servic Alternatives 4 and 5 with a stop as close to or in UCLA and eventually into LA maximize ridership.
	Website		90034	No	11/30/2023 4:54	I support heavy rail options for the Sepulveda transit corridor. It is the best w ensure high ridership and a future-proofed system.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	11/30/2023 8:00	Subject: I vote for OPTION 2 Monorail and People Mover @ UCLA-Only Best As a lifelong 50+ year resident of West LA, Sherman Oaks and Santa Monica 2 is the ONLY OPTION...with a Monorail that is both modern, efficient and w disruption!!! The people mover option for UCLA is FANTASTIC and so is the M Also option 2 does not require underground disruption of some of our mos neighborhoods And homes in Westwood as does Option 3.. **Options 3,4,5 definite NO's!!! Because of disintegration of businesses and cherished Neighborhoods!!
	Email			No	11/30/2023 8:00	Please go with plan 6 underground heavy rail
	Website		90046	No	11/30/2023 9:05	Options 4 or 5 are best for LA's future. Monorail options are insufficient for t freeway corridor in the US.
	Website		90706	No	11/30/2023 14:38	I want to voice my support for Heavy Rail, preferably Option 4.
	Website		16803	No	11/30/2023 14:58	Hello there. I am not a Los Angeles resident, but as a concerned supporter o urban growth, I feel it is necessary to show my support for any of the heavy options. As filmmaker Nick Andert has shown in his multitude of videos rega Sepulveda Transit Corridor, any monorail option will be deceptively expensiv unpleasant & unhealthy for riders, and miss many key connections to other the LA Metro network as well as the major education/employment center o Please do not consider any option that has monorail, and only support Alter 5, or 6. Do not give in to the interests of rich, entitled NIMBYs such as Fred R instead think about the thousands who will use this line daily to travel acros Angeles. Thank you.
	Website		91008	No	11/30/2023 15:52	Heavy rail is the only option for this project. Monorails are slow, expensive, clearly being pushed so that the program will fail eventually due to inevitabl restrictions from Caltrans. Heavy rail has lower cost for riders, is much faste truly connect LA into a gridlike fashion and ease up the traffic on the 405. Pl consider alternative 4.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90065	No	11/30/2023 16:16	Any heavy rail option please! The projections for demand are too much for r and monorail is too slow to be reliable. I believe option 4 with the northern elevated is the best option, but as long as it's rail I think it will be a great pro city.
	Website		90403	No	11/30/2023 16:58	As a soon to be resident near this line, I cannot overstate my support for the This will be a huge improvement to transit in the area. The sustainment cost, ridership capacity, and robust technology of the HEAV options should be selected. Monorail suffers in comparison and is a poor cho this project.
	Website		90405	No	11/30/2023 18:36	I'm glad to see the updated ridership and travel time forecasts make the hea alternative look even better compared to the monorail, than the original for I'm personally in favor of Alt. 6, because it has the shortest forecasted travel will bring the line closest to my home. Also, I believe it would provide the be for a future extension to LAX with a station at Santa Monica College's Bundy The Santa Monica airport will close in 2028 and provides for a massive redev opportunity, including a large park, Transit Oriented Development, flight R& (electrical airplanes), and other businesses.
	Website		90049	No	11/30/2023 19:12	Supporter of Heavy Rail Options ONLY. Westbound D Line (Wilshire BADLY n make Sepulveda Pass project worthwhile.
	Website		91423	No	11/30/2023 19:16	This will be such an important line for generations to come and we're only g one chance to do it right. A monorail would be a colossal waste of money an to fail. An underground rail line between the valley and west side should hav built decades ago but now we have a chance to do it and do it correctly. Plea by your constituents and do the right thing. We're counting on you.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91606	No	11/30/2023 19:17	I'm a huge metro advocate and would love to see a line from sherman oaks t side. I reside in the valley and ride the red line in north hollywood as often a Heavy rail underground (alternative #4) looks to be the most appealing as a rider. Anything above ground I would most likely not be taking. Speed, ease, are all factors for me.
	Website		90230	No	11/30/2023 19:31	As a resident of Culver City, I believe that the on-campus UCLA station stand the most transit-friendly option among the choices presented. UCLA Station as the Ideal Option: The on-campus UCLA station is the only truly transit-friendly option among t proposed Westwood station locations. A direct station at UCLA would signifi benefit the daily influx of students, faculty, staff, medical patients, and visito Community Inclusivity: It is crucial to emphasize the importance of access, inclusivity, and equality i transportation options. A UCLA station ensures that citizens from all walks o equal and convenient access to this part of the city and its essential services Network Growth and Overall Success: Choosing the on-campus UCLA station is not just about local benefits but co to the overall success and growth of the Metro network. Any alternative sta options would compromise the effectiveness and integration of the growing network. Project Timeline and Approach: I understand the importance of balancing project speed and thoroughness. H believe the right choice is to prioritize the prompt development of a UCLA ca station. This approach ensures that the project not only meets deadlines but with our community's diverse and dynamic needs. In conclusion, I strongly advocate selecting the on-campus UCLA station as th Westwood station location for the Sepulveda Transit Corridor Project. This d only serves the immediate community but also contributes to the broader su the Metro network. Thank you for considering my input, and I trust that Metro Los Angeles will m right choice for the benefit of our community.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Constant Solar Power	90045	No	11/30/2023 19:33	I urge you to reject any proposals for a monorail. Monorail is a gimick that is not worthy of our investment. This is one of the corridors in the country, and must be served by a modern rail system!
	Website		90034	No	11/30/2023 19:38	Ridership is of the utmost importance if we are to build a strong transit syste More riders translates to safer and more respectable service and result in th vehicles removed from our congested roads. UCLA must have a stop on campus as it serves a disproportional amount of c and would represent the best chance at reducing the trips currently served b Additionally, forcing transit riders to sit in between lanes of loud 405 traffic i and should not be considered as it will reduce ridership. For these reasons I support Alternatives 4-6 with emphasis on alt 5.
	Website		91423	No	11/30/2023 19:38	The valley has a right to be treated equally with the city. The current system above and below ground trains is inequitable. All of the trains in the valley sl below grade in the valley. The system through the pass should also be below If that can not be done then the trains currently in the valley should be place ground and the train through the Sepulveda pass should be a monorail, runr the current freeway.
	Website		90230	No	11/30/2023 19:39	Hello. Thanks for the opportunity to comment. I believe travel times above a MUST be prioritized, along with a station on the UCLA campus where the Pu will have a station. Metro should NOT consider any alternative that doesn't p both those options. As such, the monorail alternatives are wholly inadequate to serve the needs riders and the 100,000 people who visit the UCLA campus on a given weekda My preference of the alternatives would be 5, 6, 4. Alternatives 1-3 should b as deficient and failing to meet the best needs of transit riders.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91423	No	11/30/2023 19:39	Much of the concern in the Valley about the above-ground, heavy rail optio around the noise levels of such a solution. Are there recent projects outside of Los Angeles that use above-ground hea their decibel levels? I believe most people think of the noise of elevated trai York and Chicago. Providing that information may offset some of the concerns about the abov options. Thank you.
	Website		91423	No	11/30/2023 19:39	I'm so glad that progress is being made in making this metro line a reality. W of LA has been enjoying new rail openings, the valley is woefully lacking & th is a great step in the right direction. I've appreciated the communication I've far about community feedback as well. My big fear is that the NIMBY groups interests will put a lot of money into advertising this metro line in a negative hope that the project is adequately funded for marketing, because I feel tha the 2nd bigger hurdle in getting this down, just after the issue of proper fun hopeful that this project gets approved and built, it'll make the valley feel lik LA proper in the best way. Thanks!
	Website		90077	No	11/30/2023 19:46	Metro is one of the most incompetent and inept public agencies I have ever encountered in my professional career. Continuing to misstate facts and do keep from being transparent----. Your surveys are bogus and your data skew mention, you do not have the funds for three of the options (tunneling)--and consulted the communities directly impacted before you published the alter routes. You are a continuing embarrassment to our city and its citizens. Ther NEVER be a tunnel---this is all about full employment for the engineers at M are lost in 19th century technology..

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	Merged Document	11/30/2023 19:48	After attending the community meeting in Westwood in October, I can say t options 4 and 6 due to the capacity and speed, compared to alternatives 1,2 UCLA students deserve a rail station on campus, connecting them with the v the rest of Los Angeles by rail. Additionally, I believe the public health benefi heavy rail options should be highly considered, as the pollutants from the 40 respiratory health at risk because the stations will be close to the freeway, a to the alternative descriptions. We know that individuals living in close proxi freeways, unfortunately, have decreased quality of health and life. I hope th start making our rail options in Los Angeles, whether it is monorail, light rail, rail, convenient for not just car users, but also for active transportation user think that stops should have mobility hubs and I don't think that a mobility h a freeway is the safest option possible, versus stops in actual residential/con areas offer safer mobility options after leaving the STC.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90012	No	11/30/2023 19:50	As a Metro rider, when considering the alternatives 1-6, I most value a static at UCLA and the fastest travel times. From personal experience, UCLA is a hu for me to be traveling in this area, so a station on campus is much more usef speed, while only a few minutes, is a few minutes that adds up for every trip person, every day, and will have a huge impact on the overall usefulness of t My intuition seems to be backed up by the ridership estimates which quanti much more useful alternatives 4-6 are than 1-3. While I see a bit of utility in the station at the Getty, the additional stop, in n isn't worth slowing down the estimated 26 million other trips each year. I'd r rather have the transit line be as fast and useful as possible for the most con I also see some concerns about costs and elevated/tunneling equality. From perspective, the costs are important, but it's important to invest in the best project. This metro line will be used for generations and it's important to see as an investment. It will never be cheaper to build a great metro system! As tunneling/elevated equality, I don't see choosing elevated for some portions tunneled for others as a concern. The different sections of track are differen and an equitable solution doesn't mean the exact same solution, but the one makes sense in the context. The line is for all of us Angelenos.
	Website		90024	No	11/30/2023 19:52	STC must provide a direct connection to the heart of the UCLA campus, NOT people mover or bus.
	Website		90026	No	11/30/2023 19:55	Just do the tunnel. The monorail is silly and unproven new technology. Don't lobbyist tell you that it's anything but Disneylandish. The subway tunnel thro hill is the way to do this for the future. A stitch in time..:
	Website		90024	No	11/30/2023 19:57	The STC should include a direct on campus UCLA station. There is large dema many students, faculty, and staff commute to UCLA every day, there is poten take many cars off the road. People want to do what is easiest, and having a connects directly to UCLA will cause many people to chose that transit optio

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90049	No	11/30/2023 20:05	Tunneling under Bel air is cost prohibtive and detrimental to the ecosystem State of CA is in severe deficit, this tunneling will pankrupt the state Monorail is the solution i strongly oppose the tunneling
	Website		90042	No	11/30/2023 20:10	The monorail alternatives are clearly inferior. The insane difference in usage with the fact that heavy rail is easily expandable while monorail is NOT make obvious. This is combined with the fact that CalTrans (to my knowledge) still allow the proposed 405 track, making monorail nothing more than an expen to kill what is probably the most important project that Metro has ever enga The money spent on heavy rail is WELL worth the investment. This is not the Metro to kowtow to a few wealthy, corrupt individuals. Metro has a mandat people, it is obviously time to drop the monorail options.
	Website		91405	No	11/30/2023 20:13	I would like to see this as a LIGHT RAIL line because, with the concept of a "c ride" in mind, I would like to see the Sepulveda Line BECOME the line that w along Van Nuys Blvd and eventually end up in Sylmar, instead of that line jus "stub" sticking out of the G Line busway to the north. This would provide a c ride from the E Line in West LA all the way to Sylmar, via the Sepulveda Pass Nuys. ALSO, with LIGHT RAIL, the line could be expanded in the OTHER direc follow Sepulveda Blvd and eventually stop at the new LAX Metro Connector then continuing on as the C Line. The WHOLE LINE could then become the C providing one-seat service from Norwalk to Sylmar via LAX, West LA, Westw the Sepulveda Pass, and Van Nuys. What do you think?

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		81403	No	11/30/2023 20:16	As a resident of Sherman Oaks I know the most financially sound answer is a connecting the valley to the westside. It's also makes the most sense and eff solve the traffic issues. Digging up mountains in EARTHQUAKE prone Californ costly, dangerous time consuming into years of construction disrupting neigh is poor planning with no foresight or regard for our already congested street out of control and out of touch with the reality of what works best. What is r sound more economical and can be expedited by adding a monorail now. W had the vision of some form of moving people from place to place 60 years a to get smart and get the monorail done and do something smart that helps p What a concept putting the good of people's lives first and stop the idea of a horrible destructive digging nightmare for Los Angeles.
	Website		91207	No	11/30/2023 20:16	As a consumer, I recommend building a monorail system. Unlike other mode transportation, a monorail will have a lasting allure to keep more people into the long term to continue using this over defaulting back to cars. Another key success factor is maintenance. You can build a beautiful means transport the public, but unless you maintain it (remove graffiti, wipe it dow etc.) , it will have an adverse effect on ridership.
	Website		91607	No	11/30/2023 20:18	Alt 6 provides the greatest access as well as placing the stations for the conv our customers. As for monorail, why think about yet another technology to and maintain. If you maintain a current technology cars will be interchangea Adopting another technology is not the way to go.
	Website		91325	No	11/30/2023 20:33	Please make travel from the valley to west LA as fast as possible. 20 minutes Nuys Blvd to UCLA? Sounds like a dream.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	11/30/2023 21:27	Based on provided information, I firmly believe the Alts 4 through 6 are the options for this highly needed project. Given the nature of underground por project that align well with the fire prone areas of I405 as we all saw in the s couple of years ago, these alts can stay operational contrary to an above gro monorail which is exposed to same risks as cars. Additionally, a dedicated U compared to one for Getty center services more people and takes off the pr students being forced to live nearby campus which also happen to be very e Alts 4 through 6 have a lot of great benefits in addition to reducing travel tin increasing access. Their reliability provides options for people to consider va place to live without having to own a car while working in westside, long bea downtown LA.
	Website		90290	No	11/30/2023 21:27	I strongly support Alternative 4 as it is the quickest end-to-end route time, w constructed the fastest, and isn't monorail, which is such a stupid (and decep Check out Nick Andert's incredible Youtube analysis of BYD and their highly u shenanigans, both in how they are seeking approval and in disingenuous cos estimates. https://www.youtube.com/watch?v=xJdbCgVkH3w&t=350s&ab_channel=na I also strongly support a station at UCLA. It would be insane not to serve it. Also, please consider an alternative that is elevated along Sepulveda in the V snakes over to Expo/Bundy station to ultimately facilitate an LAX extension a Centinela, rather than next to the polluted 405 on Sepulveda. With new stat there is an opportunity to reevaluate the previous Santa Monica Airport ball initiative that reserves it to only a park. So the closure could instead become TOD community and EIFD to finance the LAX extension, pairing housing in hi opportunity areas and transit.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91325	No	11/30/2023 21:33	I think the travel time and ridership numbers demonstrate very clearly that h the only logical choice. Heavy rail has almost *double* the ridership of some monorail options! This is an extremely busy travel corridor, and it is vital we much mass transit capacity here as possible. That means heavy rail. Save everyone some time, and drop the monorail options ASAP.
	Website		91436	No	11/30/2023 21:34	Heavy rail is the only option that would make sense in the long run--monora serious solution to a majorly congested problem. If this is to really service LA commuters, it needs to be efficient.
	Website		90025	No	11/30/2023 21:57	Monorail is a terrible idea, heavy rail only.
	Website		91403	No	11/30/2023 22:16	As I've written before, the NIMBYs will slow Metro down whatever route or puts forward. I realize you have to listen to them but the most vocal will be dead by the time this line opens. FULL SPEED AHEAD!
	Website		91403	No	11/30/2023 23:13	My preferred transportation method is heavy rail UNDERGROUND in the Val Alternative 5 & 6. NO heavy rail above ground going down Sepulveda Blvd! (Oppose Alternativ I think monorail method along the 405 would be fine if it is frequent enough carry enough passengers. I commute downtown from Universal City to 7th & Fig everyday. Heavy rail i and would destroy the communities along Sepulveda Blvd if the rail is above Don't even get me started on the lack of parity if the Westside gets heavy ra underground and the Valley gets stuck with the trains above grade!!
	Website		90404	No	11/30/2023 23:30	This absolutely has to be heavy rail subway that runs under the Santa Monic Mountains with a stop at UCLA. Every other option is slower, offers worse co requires Metro to operate a new kind of fleet, etc etc. Build the subway.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email	Westwood Hills Property Owners Association	90024	Merged Document	11/30/2023 0:00	See attachment
	Website		90064	No	12/1/2023 0:14	Please build the Heavy Rail option through the Sepulveda pass! Specifically, build alternative 6, the fully underground option. We need effective rail to a transit inequity in Los Angeles and a monorail will just not cut it. Thank you f hard work on this project and I'm looking forward to riding it in the future.
	Website		91335	No	12/1/2023 0:39	Alternative 4 has the lowest cost/rider of the 6 options while also still being the fastest). Easily my choice!
	Website		92821	No	12/1/2023 0:52	Great information provided about the project.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Law Offices of Olaf J Muller	90015	No	12/1/2023 1:53	Please please please do NOT choose one of the monorail options for this cor monorail is an awful idea promoted by people who have zero interest in usir people who have zero interest in using public transportation in general. No c has ever ridden the train in the middle of the freeway and stood on the free platforms would think that another such train would be a good idea. UCLA is be the busiest station on the westside and possibly in the entire LA Metro tr system. The monorail alternatives simply don't have a real UCLA stop, not or as the heavy rail alternatives provide. The heavy rail subway alternatives are the only options that should be consi ultimately adopted by Metro for this region, in particular option 4. If we cou through the mountains for the red line, we can do the same for the westside My family and I have lived and worked on the westside for nearly 20 years. I particular, I worked for many years within a couple blocks of the Expo Bundy which I often used to travel to and from work. My family and I have friends v Sherman Oaks, just over the Sepulveda pass. Traveling back and forth betwe two places can be a nightmare. A real transit option that is embedded within streets and neighborhoods through which it travels (and not perched in the one of the world's largest, noisiest, and busiest freeways) would be a game c and completely transform the city and region. Building a monorail instead of on one of the busiest freeway corridors in the world would turn Los Angeles international joke.

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

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

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90025	No	12/1/2023 8:00	Hello and thank you for reaching out for comments for this project. I would l that I support a Heavy Rail option, while I think it would be extremely nice to station at the Getty center if it is not feasible with Heavy Rail then it is some think would have to be a necessary sacrifice because commute times are of importance I think when it comes to using rail in LA. I don't think that it's at v to talk about peak times because transit should be for all the time and this is something that I think has plagued the E line. Many people are not willing to transit because they value their own personal time and when everyone alrea car you need to compete as much as possible. Monorail looks cool but it is p with issues while heavy rail is the tried and true method and I think that sinc at hand is to connect to enormous parts of LA the option that can be scaled for passengers is the better option. With all that said I think what everyone v actually desires this transit option wants the most is for the building of it to l fast as possible as this has obviously been desired for the longest time in LA would revolutionize the way we get around the city more than any other tra project could. I would be able to fully get rid of my car if this transit option c existed and in a world where we are trying to deal with climate issues I think important to do things as fast as possible. For what it's worth I am most exci the Santa Monica Blvd station since that would be the one I could easily wal would provide easier connection to the E line. It'd also be very useful to con Bus that runs along the Blvd and to get to places like Century City. I am very this project and hope it runs smoothly.
	Email			No	12/1/2023 8:00	Subject: Closer pictures of 1-6? I am trying to read the descriptions of the c here: https://thesource.metro.net/2023/11/27/weve-got-updates-on-the-s transit-corridor-project-and-we-want-your-feedback-by-december-8-please/ when I zoom in on the graphics of the 1-6, the text is too blurry to read. Is th with these options so I can zoom in tight and see the specifics before I provi feedback? Thank so much and have a spectacular weekend!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/1/2023 8:00	Hi! I'm a resident of Burbank, just writing to express my support for the he option for the Sepulveda Transit Corridor project, Alt 4 or Alt 5. I've lived in major cities in the U.S. - Chicago and New York - and Los Angeles has been th behind in terms of transit and people-friendly infrastructure. Living here is b extremely difficult and dangerous for people who cannot afford a car or cho use a car. Los Angeles is in need of major development in its transit and pedestrian infrastructure both for the immediate safety of the people who li and for the long term benefit of the Earth as we navigate climate change, an monorail option is simply not a big enough step. We've seen with the recent emergency closure of I-10 how inefficient it is to have an infrastructure that favors cars - we need a more robust mass transit system and monorail will n the capacity to act as mass transit. And on a personal note, I'm currently ap hunting looking to leave the San Fernando valley area in part because of the and transit options compared to other areas in LA County (and lack of bike-s infrastructure, which is another transportation means I regularly use) - I wou come back and stay in the area if more heavy rail options like this proposed developed. Thank you for your time and for your work on this project,
	Website		90045	No	12/1/2023 15:39	Any Type of mass transit in Los Angeles is a huge waste of taxpayers hard ea money, very few people in Los Angeles actually ride transit. I live By LAX and metro lines and buses that are literally empty. Stop Wasting Taxpayer mone
	Website		90034	No	12/1/2023 16:08	This would be great. I work in the valley and not having to drive every time I would help me save money and wear-and-tear on my car.
	Website		91344	No	12/1/2023 18:54	Do not pursue monorail. Please only pursue heavy rail options. They are fast have higher capacity. I do not support any monorail options
	Website		91606	No	12/1/2023 19:44	Please a monorail is a HORRIBLE idea. I'm much more comfortable waiting lo we can get a heavy rail system going instead of a monorail.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91423	No	12/1/2023 19:52	We want HEAVY RAIL, NOT MONORAIL. Do not let rich neighborhood associa you otherwise. No one cares if the rich don't like the idea of tunnels they'll n it works for the Hollywood Hills, it'll work for Sherman Oaks and Bel Air.
	Website		91601	No	12/1/2023 19:58	We desperately need this. Other older countries have better transit. We can behind.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90034	No	12/1/2023 22:03	LA Metro must construct this project as heavy rail, and not as a monorail. Fi monorail options are far slower than the heavy rail options. According to LA numbers, the heavy rail options are anywhere from 8 to 14 minutes faster e than the monorail options, making them far better for transit riders. In addit heavy rail options have far easier transfers to other transfer modes, thus ma even more useful for transit riders. The heavy rail options also better serve U the monorail options. In particular, options 1 and 2 require inconvenient tra get to UCLA. Combined, all of these factors lead to the heavy rail options hav higher ridership than the monorail options. In addition, the monorail techno proposed is proprietary, rather than using a standard monorail technology, s Hitachi or Bombardier monorail technology. We should not even consider us unproven technology for a project as important as this. In addition, the cons that is pushing for the monorail includes the company BYD. BYD is a Chinese automaker with numerous controversies. This is a company that has used th chemical hexavalent chromium in their electric busses sold in Japan. https://asia.nikkei.com/Business/Automobiles/BYD-acknowledges-using-tox chemical-in-electric-buses-for-Japan. Their electric busses have not been wit here in LA as well. The company has been linked to Uyghur forced labor in Xi BYD is not a company that should be trusted with this extremely important p With all that, the monorail options should not even be considered for this pr We should also note that not not all heavy rail options are equally good. Wh heavy rail options are far superior to the monorail, option 6 has considerably ridership than options 4 or 5. Due to their automated operation, alt's 4 and 5 able to offer better service to riders than alt 6, and will do so with lower ope costs. In addition, alts 4 and 5 will likely be cheaper to construct due to their trains and single bore tunnel. Alts 4 and 5 also offer service to more people i Fernando Valley, leading to even higher ridership on these options than on a

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90042	No	12/1/2023 22:52	For the Sepulveda Transit Corridor project, the only viable option is heavy ra best is alternative 4. The monorail alternatives simply do not fill the ridershi requirements of the project and will introduce needless complexity in the m system by not having any commonality with existing rolling stock and track s Monorails have been around for many decades, but time and again they lose competitions with heavy rail for serious public transit systems as their capac low and their tracks are impractical. Alternative 4 is the best choice as constructing elevated rail is far less expen tunneling. Arguments against elevated rail are often focused on aesthetic an concerns, but modern construction techniques greatly mitigate the noise iss aesthetic arguments are unpersuasive and often made in bad faith by transit opponents.
	Website		90026	No	12/1/2023 23:58	This project MUST be heavy rail (alternatives 4, 5 and 6). The monorail alter and 3 need to be dropped from further study as they have far less ridership, much longer travel times, and do not have a direct UCLA station. Please select the heavy rail alternatives 4, 5 and 6 and DO NOT select the mo alternatives. This line is too important to be wasted on an inferior technolog vastly inferior performance

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/2/2023 0:14	As a transportation planner who has worked for jurisdictions across Californ understand the value that reliable travel time reductions offer for commute travelers in driving ridership and accomplishing a stated goal of the project - viable and reliable transit alternative across the Sepulveda pass. The heavy rail alternatives provide much better regional connectivity that w Angelenos far better for many years to come in providing capacity for trips a Sepulveda pass. UCLA is one of the biggest draws of commuter activity in th and is likely a best-choice station location. Finally, depending on the type of monorail system selected, it would be mor to order bespoke parts for the one new system, rather than order parts that interchangeable across multiple lines. Short term fiscal savings would be offs permanent higher maintenance and parts costs. I firmly believe that the greener option that would better serve Los Angeles Alternatives 5 and 6, and strongly urge Metro to select a heavy rail alternati The above arguments are based on measurable performance factors. Howev is an argument about aesthetics and noise that some argue would "ruin com Trains can be made quiet through good maintenance, and I find I would pref unobtrusive tunnel through the hillside than carving up the brush of the Sep pass to insert tracks and concrete. My experience abroad has found that aes noise are controllable variables that, with appropriate assurances, need not concerns.
	Website		90064	No	12/2/2023 0:44	Heavy Rail only, Monorail is too slow and too low capacity. Move Santa Monica/Sepulveda station closer to 405 to provide a pedestrian under the freeway connecting directly to Japantown.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91602	Merged Document	12/2/2023 1:01	For the Sepulveda corridor (San Fernando Valley through to LAX), I have nev understood why constructing a rail line above the 405 freeway median hasn explored. The overpass would resemble the carpool lane above the 110 free (east of downtown) see Pic1.jpg. Stations would be built like the stations ab 110 freeway near the 105 — see Pic2.jpg. Having the public (sitting in traffic constantly see an ever moving rail would keep the rail service top of mind ar encourage ridership. This type of solution provides service through very fam corridors and the public can recognize the route as the "route 405 line" with to become familiar with other naming designations. No new land to purchas negotiate. Seems like an efficient win-win. What am I missing?
	Website		91601	No	12/2/2023 1:58	A subway makes the most sense. It's the least obtrusive option.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91411	No	12/2/2023 5:08	I strongly support the heavy rail options, 4,5 and 6, with a slight preference t The monorail options will put stations at inconvenient locations for average commuters like me, they will overcrowd due to their capacity being so low v compared to the demand and they will take longer to traverse the Sepulved The West side of LA, including UCLA, is where the employers of people from Fernando Valley work and commute to. In the Anthropocene, the decisions we make for Los Angeles will echo for de the citizens who come after us. With climate change looming over us, every opportunity to reduce vehicle miles traveled is one we must take. With any of the heavy rail options, I know I can sell one of my families cars e With the monorail options, I know I cannot. This project is one of the most i transit projects to me and and several hundred thousand others who comm the Sepulveda pass every day, and I urge Metro to support us by supporting rail options.
	Website		91405	No	12/2/2023 7:09	I am VERY excited by this project! My favorite of the 6 alternatives is #6, but use any of them. Thank you very much for your efforts.

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

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/2/2023 8:00	Dear Metro/Who It May Concern, I am writing to express my strong support Alternatives 4 and 5 for the Sepulveda Transit Corridor project. As a resident Angeles and someone deeply involved in both the arts community and publi believe that these alternatives offer the most comprehensive and beneficial for our city's transportation needs. One of the pivotal reasons for my endors Alternatives 4 and 5 is the critical inclusion of a stop at UCLA. This stop is not for the thousands of students who rely on public transit but also for individu accessing essential healthcare services and attending cultural, artistic, and sp events in the area. As an employee of the Geffen Playhouse, I personally wo this stop to and from work and I understand the significance of having a con public transit stop, which encourages more people to attend events and fost vibrant and connected community and frees up traffic. Additionally, I unders advocate for the incorporation of a stop at the Getty Center within the prop rail options. A stop at the Getty Center would serve as a valuable connectior locals and tourists alike, facilitating access to this renowned cultural instituti relieving traffic congestion in the area. Moreover, it's imperative to emphasi fundamental principle that building a transit line that leads directly to its inte destinations, like Alternatives 4 and 5 propose, is far more effective than co a line that nearly reaches its destination, only to have to take another option your destination like in Alternatives 1 and 2. The efficiency and convenience route cannot be understated and will encourage greater ridership. While co the various options for the Sepulveda Transit Corridor, it's evident that the s this project hinges significantly on ridership numbers. Alternatives 4 and 5 demonstrate high potential ridership, which is crucial for the long-term succ sustainability of the transit line. In contrast, the monorail options suffer from projected ridership, resulting in a considerably higher cost per rider. For thes the monorail options seem less feasible compared to the more viable and pr

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/2/2023 8:04	Thank you for the opportunity to comment. I appreciate the thoroughness o process and the technologies being presented to tackle the historic issue of between the valley and the westside. I would like to avoid any option that re minimal space provided by the 405 and any option that does not directly co UCLA. I am open to 4, 5 or 6 route alternatives and hope that Metro staff are about the future in the implementation of said route. A rail corridor through mountains could unlock the potential for not only the region but the state a
	Website		90717	No	12/2/2023 8:28	I am once again writing in support of the heavy rail alternatives, in particular economizes on cost where possible while still providing the highest possible service. Modern elevated rail is perfectly acceptable. As a UCLA alumni, an o stop is nonnegotiable. Thank you for your service, Metro staff and consultan consultants.
	Website		90046	No	12/2/2023 10:19	I want to voice my strong support for Alternatives 4, 5, or 6 for the Sepulved project. The heavy rail alternatives are faster, more convenient, and better f communities served by then. As a former UCLA graduate student, affordable options with easy access to campus are extremely limited. Alts 4, 5, and 6 op array of housing options for folks in my situation. Alternatives 1 and 2 fail to UCLA at all, requiring an additional transfer to a slow gap-filling bus or APM. makes that commute so much more challenging. Though alt 3 does serve UC freeway median or adjacent stations are far less useful for students without so much nearby space is taken up by the dozen lanes of the 405 freeway. So either be required to live very close to the freeway against public health recommendations, or endure a longer transfer from a bus or other transit. Heavy rail is the obvious choice for such a crucial corridor.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90042	No	12/2/2023 16:32	I am writing in support of Alternate 4 - 6, with a preference for Alternate 4. A 6 are the only alternates that adequate serve the transportation needs of th Alternate 4 is the best use of public money to improve the city and auto-indu climate change. A stop at UCLA is a critical feature of this line. The short tran greatly improve the competitiveness of transit against cars. Alternate 4 is an to have the best $/rider metric of the alternates and should be down-selecte as possible.
	Website		91403	No	12/2/2023 17:15	NO above ground train in the valley. The subway #6 down Van Nuys Blvd to best option
	Website		91436	No	12/2/2023 18:48	I support Options 4 and 5 for this project. I am opposed to the monorail beca concerned about speed, capacity, and lengthy construction in the I-405 med
	Website		90066	No	12/2/2023 18:55	No monorail! The sepulveda transit corridor is a heavily used stretch of freev are going to provide a public transit option that can actually serve the heavy then it needs to be a heavy rail. We need something with good speed, high e and high passenger capacity.
	Website		90043	No	12/2/2023 22:37	I would like to voice support for any heavy rail options and against the monc options.
	Website		90049	No	12/2/2023 23:10	I have followed the life of this project from it's birth and don't know why you a good idea to dig tunnel under a mountain for so much for money than usin corridor to do above ground methods. We should take a lesson for Japan an to move people effectively with a monorail system that would cost half the m take half the time. Your pursuit of the tunnel is just ridiculous. It will waste m take more time to put in this project as you see it now. What are you doing? getting payoffs to continue to go this direction. UCLA is just a small part of th community. Listen to the majority and stop working on the tunnel idea. I kno really don[t want our opinions of the subject as you keep going in the same d when the information you get is against it. This is just stupid and a waste of t

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email	Sherman Oaks Neighborhood Council		Merged Document	12/3/2023 8:00	Dear Project Manager Carter and Metro, The Sherman Oaks Neighborhood (SONC) submits the following letter pertaining to the Sepulveda Transit Corr project (see attachment). In it, SONC takes the following position. SONC Fa Alternative 6 . SONC Strongly Opposes Alternative 4 . "The Sherman Oaks Neighborhood Council (SONC) prefers Alternative 6 or a similar fully-undergr heavy rail concept in the San Fernando Valley. SONC strongly opposes Alterr and opposes any proposal that would require the displacement of Sherman residents and businesses." Thank you for your attention to this matter.
	Email			No	12/3/2023 8:00	Metro, I am a resident of the SFV and am writing to you to strongly urge the of Sepulveda Transit Corridor alternatives 4, 5, or 6. Ridership estimates sho significantly more riders on the Heavy Rail alternatives, along with faster tra Alternatives 1, 2, and 3 also lack any serious ability to grow ridership, decrea time, or improve headways. Monorails are a dead end in terms of expansion Heavy Rail offers many ways to improve in the future. Additionally, alternati do not include a stop at UCLA. Cost wise, I believe that alternatives 4, 5, and up being the cheaper options in the long run, due to the choice of contracto a history of poor performance in the US including cost and schedule overrun taken together, a choice of alternatives 4, 5, or 6 would ensure Los Angeles future as a city with robust and useful transit, in a world that needs to decre reliance on automobile transportation as fast as possible to stop climate cha choice of alternatives 1, 2, or 3 would be a catastrophic choice that keeps Lo dependent on car travel. For the future of our city, please make the right de choose heavy rail for the Sepulveda Transit Corridor.

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

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/3/2023 8:00	I am in favor of alternatives 4, 5, or 6 for the Sepulveda Pass project. I think mono-rails, are necessary for the amount of people that can be carried, alon faster times to create a strong alternative to driving. I live in North Hollywo would love to be able to ride rail to the Westside without having to go the lo to Downtown area stations, then ride across the LA Basin. I also think this wi an alternative to the FlyAway, which is a good service but shouldn't be the o option.
	Email			No	12/3/2023 8:00	Hello! Although currently an infrequent user of the corridor, I used to be an commuter. SFV deserves real public transportation options to Westside and Please drop the monorail nonsense. Option 5 provides for quickest commut most estimated riders so it seems like a winner. Getty connection can be accommodated via bus. People going to the Getty are unlikely to be time co as much as those who commute for work and school. Regards,
	Website		90043	No	12/3/2023 18:14	I would like to voice my support for any of the heavy rail options, and strong opposition to the monorail options
	Website		91602	No	12/3/2023 21:36	As between monorail and heavy rail, I strongly support heavy rail for the exp increased number of riders as compared to monorail. I am afraid that if one monorail options is built, after it becomes operational there will be a regret solution with higher ridership (and shorter commute times) was not selected will be too late.
	Website		90034	No	12/3/2023 23:34	NO MONORAIL. NO MONORAIL. NO MONORAIL. NO MONORAIL. NO MONORAIL. NO MONORAIL. NO MONORAIL. NO MONORAIL.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90046	No	12/4/2023 0:56	Dear Metro/Who It May Concern, I am writing to express my strong support for Alternatives 4 and 5 for the Se Transit Corridor project. As a resident of Los Angeles and someone deeply in both the arts community and public transit, I believe that these alternatives most comprehensive and beneficial options for our city's transportation nee One of the pivotal reasons for my endorsement of Alternatives 4 and 5 is the inclusion of a stop at UCLA. This stop is not only vital for the thousands of st who rely on public transit but also for individuals accessing essential healthc services and attending cultural, artistic, and sporting events in the area. As a employee of the Geffen Playhouse, I personally would use this stop to and fr and I understand the significance of having a convenient public transit stop, encourages more people to attend events and fosters a vibrant and connect community and frees up traffic. Additionally, I understand and advocate for the incorporation of a stop at th Center within the proposed heavy rail options. A stop at the Getty Center w as a valuable connection point for locals and tourists alike, facilitating access renowned cultural institution and relieving traffic congestion in the area. Moreover, it's imperative to emphasize the fundamental principle that build transit line that leads directly to its intended destinations, like Alternatives 4 propose, is far more effective than constructing a line that nearly reaches its destination, only to have to take another option to get to your destination li Alternatives 1 and 2. The efficiency and convenience of a direct route canno understated and will encourage greater ridership. While considering the various options for the Sepulveda Transit Corridor, it's that the success of this project hinges significantly on ridership numbers. Alt and 5 demonstrate high potential ridership, which is crucial for the long-terr and sustainability of the transit line. In contrast, the monorail options suffer
	Email			No	12/4/2023 8:00	I would like to express my support for the Alternative 3 option for the Sepul Transit Corridor. Making a stop at the Getty Center AND UCLA would make t more useful to everyone. The extra few minutes in transit would be well wo second choice, the Alternative 2 with the people mover to UCLA campus wo But I prefer Alternative 3.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/4/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the Sepulveda Pass transit connection. Connecting more high-capacity transit infrastructure to the Metro system is one of the best investments we can m moves into the future. Alternatives 4 and 5 have by far the most ridership ar allow for direct multimodal access to a number of stations vital to many folk San Fernando Valley and West LA. Many folks who are part of the reentry c rely on public transit access for their commute to work, school, parole progr other destinations, and as a member of the LA Regional Reentry Partnership sending this email to advocate for what I believe are the best and most effe options on the table for this vital transit connection. If we are going to inves projects that will connect folks who rely on transit, we owe it to those most among us to advocate for the best and highest accessibility options available alternative which elects to use low-capacity, novelty transit modes such as a 1-3, are mortgaging ridership and accessibility to placate a few folks who wil even use the transit system. Affordable, safe, effective, and low headway tra investments are what we need in order to bring folks into the public transit f the long-term, alternatives 4 and 5 also offer the best opportunities to inter with and benefit from future transit investments, such as Metrolink's Score Connecting and adding capacity between the Antelope Valley line and other projects in the San Fernando valley are vital to connect growing population c the academic and business cores of LA. Lastly, the direct rail connection to noted in alternatives 4 and 5 are extremely important to the UCLA student b to facilitate access to our world class public university. Any alternative that u indirect connections, such as a monorail with a shuttle bus, is going to dissua thousands of people from using the service and further disenfranchise Ange without a car. Direct, heavy rail service is the only worthwhile investment fo parallel to the 405. Monorail systems are broadly unreliable, low-capacity c

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/4/2023 8:00	Good day, I hope the heavy rail options, particularly 4 and 5, will be given h preference since it'll integrate better with the future D Line extension. Auto heavy rail is essentially world standard as many developed Asian cities, Vanc Montreal have seen rather great service with automated rail. I have friends Sherman Oaks and Van Nuys, who have voiced their support for heavy rail o would be much faster to get to LA than the other options
	Website		90049	No	12/4/2023 18:26	I find it ridiculous to even consider a tunnel through the Sepulveda Pass. Wh above the ground transit built in the existing roadway which would be much efficient since it would run along an already established corridor. How many major cities have an effective train system built alongside their highway? Wh cost figured today would be considerably higher by the time the project wou started and certainly completed. Years in the making. Enough already with s projections of tunnels and get to work with a much more feasible solution.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		92886	No	12/4/2023 18:51	With I-405 eternally jammed through the Sepulveda Pass despite its widenin there is no better solution than a transit route parallel to the freeway. Howe several high-profile interest groups are actively trying to derail the project b suggesting a monorail instead of the more conventional heavy rail (subway/ solution. Out of the currently active monorail lines in service around the world, none match the ridership potential of subway lines. Even Lines 2 and 3 in Chongqi the most heavily ridden monorail system in the world, barely hits the 1 milli ridership threshold combined. We do not want to handicap the capacity of t unnecessarily due to the sheer importance of this corridor not only as an alt driving on the 405, but also to reduce congestion for those who do have to d as heavy trucks and work crews. According to the ridership projections of the six alternatives, the heavy rail o (Alternatives 4-6) heavily outperform all of the monorail options (Alternative up to a factor of 2. This is more than enough to disqualify the monorail; a sin train not unlike the Disneyland or Las Vegas system is simply not attractive t majority of riders who are more likely to be familiar with the subway system cities around the world. In addition, all of the heavy rail options have lower e travel times of at least 8 minutes than the monorail alternatives, furthering t favor of a traditional subway, and against the novel monorail. Furthermore, Alternatives 1 and 2 do not include a station in the UCLA camp connection is vital for the accessibility of the campus, and the lack of such a would depress ridership significantly, as shown in the ridership projections o options. Several people have commented about the noise of traditional rail transit, in heavy rail. Although monorail is generally quieter than regular rail, heavy rai built with noise in mind, including soundproofing stations and trains and inst

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91402	No	12/4/2023 22:42	Hello, I am advocating for the heavy rail options for the Sepulveda Transit Co Project. My ranking of preferred options from highest to lowest is 5, 4, 6. I a the light rail options since they will not be as fast/efficient. Time is importan people's commute and i believe we should go for the heavy rail since it will h most amount of people get to where they want to go faster than car or light
	Website		91604	No	12/4/2023 22:51	I fully support using heavy rail or light rail train alternatives between the San valley and West Los Angeles. They are proven technologies and they are mo free. The problem with monorail is the unpredictable nature of the reliability relatively new technology.
	Website		90245	No	12/4/2023 23:01	Heavy Rail! Heavy Rail! HEAVY RAIL! Please don't let NIMBYs stop this city we love from becoming a more sustain for all!
	Email			No	12/5/2023 8:00	Subject: Extremely Strong Support for Heavy Rail - Option 4 ideally! I strong strongly support Heavy Rail over any of the Monorail options for a variety of Much higher ridership numbers and a much better dollar per rider cost ratio monorail options seem to screw over UCLA students who will likely be some highest riders per cohort share in the city The monorail options drastically se underestimating their costs and are finally admitting that APMs and other ch station design will drastically change the costs so they are more in line with t rail options which even further worsens its cost per rider estimates All of the Oaks Homeowners Association and Bel Air résidents concerns seem to be ex NIMBY concerns which do not represent the vast majority of the benefits th and its transit riders will accrue from the heavy rail options. Please help mal Rail Sepulveda line a reality!
	Email			No	12/5/2023 8:00	I'm confused. This is called the Sepulveda Transit Corridor, but I don't see an transportation (transit, routes, rail, etc.) from the Westside to the San Ferna via Sepulveda

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/5/2023 8:00	Hello, For the project, at all transfer stations (at the D and E line stations) ple provide extra stairs at the platform level. At stations where there is only one escalators and two sets of stairs, there is a backup of people and makes it in for anyone traveling in the other direction (to or from a train). For example, Hollywood station, when a train arrives the passengers flood all the stairs ex surface. For a rider who is trying to move to the platform from the entry leve stairs (especially when the escalator down are full), they now have to deal w of people ascending. You can see this happening on the stairs from the platf mezzanine level. While there are now two sets of stairs to the surface from t mezzanine, they still converge onto two sets of stairs to the platform. A third fourth set of stairs will help alleviate stair crowding. Pershing Square station example of stations with extra stairs. While it is not as busy as the other exis stations it could be applied to known future stations that will be packed with transferring to other platforms or to to ground level. Additionally, at a future Westwood station at/near Wilshire, I would suggest a second mezzanine ent to the street and increased access (stairs) to the other platform. If the comb two trains (one from the D line and one from the Sepulveda line) were to oc same time, into only a few set of stairs, it will also be crowded.
	Email			No	12/5/2023 8:00	I hope this email finds you well. I am a Master of Urban and Regional Planni writing a paper on the Sepulveda Transit Corridor. I am curious to know if we assume that tunnel-boring machines will be used to construct the subway tu under the Santa Monica mountains.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90403	No	12/5/2023 18:47	I am strongly in favor of alternatives 4, 5, and 6! I personally think 6 is the be but in any case, heavy rail through Sepulveda Pass and a station at UCLA wo game-changers for LA County's transit system. By contrast, adding a whole n mode to the the system, and asking people to wait at stations in the middle busiest freeway in the country, would make the monorail an unattractive, u confusing alternative. Metro's own projections show that ridership would be and travel time faster with heavy rail. This would be the most exciting transi Los Angeles County in my lifetime. Let's make it happen!
	Website		90211	No	12/6/2023 1:24	As a recent graduate from an undergraduate program at UCLA and the curre and Operations Coordinator at the UCLA Institute of Transportation Studies with and is friends with many commuters from the San Fernando Valley, the difference between approximate travel times between Alternatives 1-3 and Alternatives 4-6 is astounding. It would be significant to support projects tha the shortest travel time possible for students to be able to spend more time campus and less time commuting. Maximizing ridership is also important, es California continues to use an outdated farebox recovery model to prove the of transit models. Alternative 4 and 5 support 40,000 more average weekda boardings than even the most utilized Alternative 3 of the three monorail pr The estimated average weekday boardings of 18,252 and 18,294 respectivel Alternatives 4 and 5 represent a population greater than the number of tota students enrolled at UCLA. While Alternatives 4 and 5 do not have some of n preferences for UCLA Gateway Plaza (at least two, if not three entrances to t underground), I appreciate the travel times and average boarding statistics t that I would be most willing to overlook that potential area of improvement

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email	J. Paul Getty Trust	90049	Merged Document	12/6/2023 4:48	Dear Ms. Wiggins, Enclosed please find a letter from the J. Paul Getty Trust regarding Metro transportation planning in the Sepulveda Corridor and support of a Getty Ce rail stop. We look forward to continuing our collaboration with Metro regar congestion solutions in the Sepulveda Corridor and to help ensure that the S Transit Corridor Project includes a station at the Getty Center. Sincerely, Mary-Elizabeth Michaels Mary-Elizabeth Michaels | Head of Government and Community Affairs | Th Getty Trust 1200 Getty Center Dr., Suite 100, Los Angeles, CA 90049
	Email			No	12/6/2023 8:00	I am a westside resident and am thrilled about a Sepulveda transit project. I heavy rail options with the Sherman Way stop (Alts. 4-5) are much better th because of both the faster travel times and the significantly higher projected and there seem to be a significant amount of riders from Sherman Way stop worth an extra minute or two of travel time between Alts 4-5 and 6. I think v need a UCLA station, and an easy transfer from the Sepulveda line to both th Wilshire/D Line and the Expo (E) line. While a stop at Getty Center would be ridership isn't there then it likely doesn't make sense for the cost and time t station. Perhaps there could be an electric shuttle (or some other means of t from the closest station to the Getty Center. Thanks for soliciting feedback f community.

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

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	Email			No	12/6/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for th Sepulveda Pass transit connection. Connecting more high-capacity transit infrastructure to the Metro system is one of the best investments we can m moves into the future. Alternatives 4 and 5 have by far the most ridership ar allow for direct multimodal access to a number of stations vital to many folk San Fernando Valley and West LA. Many folks who are part of the reentry c rely on public transit access for their commute to work, school, parole progr other destinations, and as a member of the LA Regional Reentry Partnership sending this email to advocate for what I believe are the best and most effe options on the table for this vital transit connection. If we are going to inves projects that will connect folks who rely on transit, we owe it to those most among us to advocate for the best and highest accessibility options available alternative which elects to use low-capacity, novelty transit modes such as a 1-3, are mortgaging ridership and accessibility to placate a few folks who wil even use the transit system. Affordable, safe, effective, and low headway tra investments are what we need in order to bring folks into the public transit f the long-term, alternatives 4 and 5 also offer the best opportunities to inter with and benefit from future transit investments, such as Metrolink's Score Connecting and adding capacity between the Antelope Valley line and other projects in the San Fernando valley are vital to connect growing population c the academic and business cores of LA. Lastly, the direct rail connection to noted in alternatives 4 and 5 are extremely important to the UCLA student b to facilitate access to our world class public university. Any alternative that u indirect connections, such as a monorail with a shuttle bus, is going to dissua thousands of people from using the service and further disenfranchise Ange without a car. Direct, heavy rail service is the only worthwhile investment fo parallel to the 405. Monorail systems are broadly unreliable, low-capacity c

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	Email			No	12/6/2023 8:00	Thank you for the opportunity to respond to the project! My firm belief is t more beneficial alternative for those of us who live in the San Fernando Vall be Alternative 6. Van Nuys Blvd is always busier with the local population tha Sepulveda! It is important that there be a more fluid connection throughou basin by using only one form of rail transportation. People would be put off transportation in general if they had to change from one mode to another! Additionally I would suggest that consideration be given to adding two more for this particular alternative. Those would be at Skirball and Getty. There ar at the top of Mulholland which should be taken into account! It would prob in less of an underground route than is currently proposed.
	Email			No	12/6/2023 8:00	A Getty stop is a must. We must get people out of their cars. Data might say not many people would use it, but you build the stop and people will start us it. Tourists, residents, elderly, young. We must provide for a carless future.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91307	No	12/6/2023 8:28	As a current student at UCLA and San Fernando Valley resident, I'm writing t my support for the heavy rail alternatives. Based on information from the co meetings, the monorail option is insufficient to meet the current needs of th which is one of the most congested in the country. Heavy rail is expected to greater ridership and faster travel times. Although the project cost will likely expensive than monorail, I want to reiterate the significance of this corridor entire Southern California region, especially as the number of San Fernando residents needing to access the Westside will only grow in the future. I firml that the Sepulveda Corridor is the most important project currently underwa Metro. Implementing the best quality and fastest option is critical, not only t serve the riders that are already utilizing the corridor, but also to encourage drivers to shift to transit use. If Metro provides a slower, inferior service like that will be unable to compete with a private vehicle, the goals of reducing c along the corridor, improving connectivity, and providing a high quality alter driving will be much more difficult to meet. I implore LA Metro not to allow interests of a limited number of wealthy property owners in Sherman Oaks a to derail the project's potential benefits for workers, students, and all LA Co residents, existing and future. Thank you for your hard work and for your attention. Respectfully.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91601	No	12/6/2023 18:08	The only options that make sense for the riders and citizens of LA would be t underground heavy rail and include a UCLA station. As a UCLA staff member life is greatly impacted by my unpredictable and draining commute and havi option would improve that quality of life and encourage me to continue wor UCLA. The residents of Bel Air are using nonsensical fear mongering to avoid people "come into their community" when there wouldn't even be a station proximity to their homes. The B (red) line has shown us that underground he fast and undetectable to the communities it runs below. The monorails alon would cause ridiculous traffic during construction and exposes riders to unn pollutants and creates an unpleasant experience that would drop the ridersh to create a further extension to UCLA with shuttles or something similar wou increase ride times and again lower ridership because it would create unnec inconveniences.
	Website		90066	No	12/6/2023 18:09	Alternatives 5 and 6 have demonstrably greater efficacy and value compared other. Minimized travel times and greatest ridership, as well as uniformity w rest of the transit system should make it clear that these are the only viable Please please do not make a decision solely based on the firm's projected co which the monorail options have been clearly shown are not accurate. The c future functionality of a system which will sustain and serve a growing popu be paramount.
	Website		91311	No	12/6/2023 18:11	Please build the subway option. The monorail option is inefficient and slow a suppress ridership.
	Website		90033	No	12/6/2023 18:13	Please select any one of the subway alternatives. If the board is as liberal as they are, they would notice that the subway benefits students and working people more than the monorail. The Board can choose to correct the wrong past by ignoring wealthy individuals living in Bel Air and Sherman Oaks who transit to begin with. Freeways decimated working class communities while affluent neighborhoods. It is time the wealthy share the burden.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	12/6/2023 18:34	This project should be heavy rail?this is a long-term investment in our transp system and choosing a lower capacity solution for short-term cost considera would be poor planning. In a similar vein, taking the 100% underground opti Valley seems most appropriate. Finally, a connection along Sepulveda in the Monica area makes more sense to me, given the number of folks that can th connect toward downtown, plus the ease of developing a future extension t
	Website		91306	No	12/6/2023 18:34	i am in favor of reliable transit to connect the valley with the west side.
	Website		91343	No	12/6/2023 18:34	Please please please do not do an above ground line along the 405, it will be inefficient. Do not let the vocally loud homeowners organizations sway your on what's best for the normal individuals.
	Website		90230	No	12/6/2023 18:35	NOT THE MONORAIL. All the heavy rail options are better! I would prefer alt first choice, 5 as my second choice, and 6 as my third choice. But please, not 4 would be the most cost effective, since it would have aerial sections, and l tunneling. Please choose 4!
	Website		90049	No	12/6/2023 18:36	To whom it may concern. I have been a resident living along the Sepulveda F last 30 years and lived through the moving of the 405 freeway (2001-2010). construction was in my backyard. The City of LA; the State of California; DOT and Metro have been negligent in their handling of the traffic and congestio 405 freeway. The only real solutions are alternatives 4; 5 or 6; the heavy rail This will allow for approx. 50 to 75 years of service. thank you
	Website		91423	No	12/6/2023 18:38	Why are we still in circles aboout this? Why has practicality not pushed us in greater sene of urgency. When was the last time that you commuted on the driven in the adjacent areas and the flow of car traffic at 5pm on a given Tue why is that there is still debate on whether we should or should not DIRECTL of the largest and most prominent academic institutions in our nation to the city around it. Even though this has never been mentioned, but it should enc CSUN

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90810	No	12/6/2023 18:58	From the corner of Van Nuys Blvd. and Oxnard Street where the Van Nuys/G Station is located, I think it's best start building with either the aerial portion underground portion to help extend with the Sepulveda Transit Corridor to c the connection between the Van Nuys/G Line Station and the Expo-Sepulved Station. That one is going to be my best suggestion for public transportation Metro Los Angeles County.
	Website		90049	No	12/6/2023 19:03	I vote for options 2,3 or 4, and am in favor of the underground options.
	Website		91403	No	12/6/2023 19:04	I am in favor of the heavy rail option going up Sepulveda blvd, either above o ground.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91506	No	12/6/2023 19:15	I want to express my strong preference for an underground heavy rail conne the San Fernando Valley to Westwood (and specifically the UCLA campus). T line with the results you've reported from your scoping survey feedback. Monorail and aboveground options will not adequately address the volume of commuters. Los Angeles is a world-class city and it needs a proper subwa connection through the Sepulveda Corridor. As a lifelong Valley resident and and employee at UCLA's Westwood Campus, I have been waiting for a subw connection for a decade now. Please make it happen, and please do not let t preferences of a few wealthy communities outweigh the needs of so many S Fernando Valley and Los Angeles commuters. Thank you!
	Website		90278	No	12/6/2023 19:21	HEAVY RAIL HEAVY RAIL HEAVY RAIL GET THAT FUCKING CONGRESSMAN ADVOCATING FOR MONORAIL OUT OF I EQUATE A LIGHT BUS AND MONORAIL AS BEING EVEN CLOSE TO AS FAST OR FREQUENT IS A JOKE

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90405	No	12/6/2023 19:22	When I think of past Metro projects, I am happy that the system has gotten is, but there are significant downsides that we in the present just can't unde past Metro got wrong. Why is there no rail connection to LAX? Why are so n lines not grade separated and therefore subject to the traffic they are trying alleviate? These were decisions that were made in the past that will make th suffer for decades into the future. The Sepulveda project is an important line and it is important to me that Me not make mistakes that my son will be complaining about twenty years from system MUST connect to UCLA in the most convenient way possible, with no required to reach campus. The fact that we are even considering alternative not directly connect this massive commuter destination to the system seem to me. If alternatives that do not directly connect UCLA are chosen, future A will be complaining about this system for fifty years. I also do not understand why Monorail is under consideration at all. It's a ful technology from the rest of the metro system, so seems like it would require completely separate maintenance systems from the rest of Metro. All the ri projections for the alternatives seem to obviously point out that all the mon options would serve fewer riders than the heavy rail options. It seems to me only under consideration out of deference to an incredibly small number of connected homeowners that don't want to deal with the minor inconvenien temporary construction noise. If we actually defer to their unreasonable der spend billions of dollars building a system that is not all it could be, future ge are going to be dealing with the consequences of this decision long after we For once, please make the right decision. Build the best system we can build means a few rich people have to be mildly inconvenienced temporarily.
	Website		91403	No	12/6/2023 19:29	We are happy with any of the alternatives EXCEPT elevated trains above Sep Blvd. That would be detrimental to our neighborhood and community. Than

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90046	No	12/6/2023 19:35	I fully support this project! I choose to be car-less here in LA and am optimis could be a more modern transit city, as other major cities are. It makes sens Our weather is perfect for non-car options. It will benefit not only the transit cyclists in linking routes, but also by taking people off the road (such as myse benefit car drivers and improve air quality. I work on set in various places ar city and often in the valley. I also frequently fly and would welcome non-car LAX.
	Website		91405	No	12/6/2023 19:43	8 things guaranteed to raise ridership. 1-Safety. You need a blitz campaign to demonstrate to the public that riding Metro is safe. Ambassadors a good sta where is the proof that they have made a difference. 2-Cleanliness. Again po the awareness of Angelinos that you could eat of the surfaces of any given v Price incentives. Work with local businesses. 10% off price if customer show transit receipt. Get into public pool for free with proof of ridership. 4-Make i take public transit. Free rides to concerts. 5-Events on board. Holiday carole slams. Music. Random Rides Day! 6-Build your clientele. Students ride free. 7 that you can transit FASTER CHEAPER than driving a car. Metro slogan "We F Gas"!
	Website		91403	No	12/6/2023 19:54	As a long time resident of Sherman Oaks, I want to add my voice to the man of the Valley that support the underground heavy rail options. Metro's resea clearly shown that the HRT options carry more passengers at a quicker rate a superior in nearly every way to a monorail. Alt 5 is the preferred alignment (purple line extension can be built fully underground, I don't see why the sep would not be), however, we should not be forced into a false dichotomy bet and a monorail. Alt 4, even with its aesthetic and noise related concerns (wh should work to mitigate) is still vastly superior to any monorail option. Thanks to Metro for your continuing hard work on this vital project!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/6/2023 19:59	The Metro Board must support the three heavy rail alternatives (4-6) and re proposals for a monorail (alternatives 1-3). The benefits of heavy rail will be astronomical for students, faculty, and all who navigate the Los Angeles area single most important rail investment in Los Angeles's history, ensuring that Sepulveda Transit Corridor is designed for the stakeholders in our communit Current information demonstrates the larger, systemic issues with the mono proposals. Alternatives 1-3 are proposed to have an end-to-end travel time doubling or tripling the heavy rail alternatives when traveling to the UCLA ca monorail's current proposals fail to connect well with the existing Metro sys rail's superior ride times and pleasant station environment create a dramati projected weekday ridership, especially at the UCLA campus. We implore Metro to listen to the opinions of our campus and our wider co The most elite and wealthy stakeholders should not have the ability to overp voices of the larger public. This rail line has the potential to fundamentally t Los Angeles for future generations. Instead of leaving Los Angeles with a sub monorail that could last for decades, the Metro Board must choose the opti truly leave the best possible impact on transit for the people who currently a ride it.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/6/2023 20:16	As a staffer on the UCLA Undergraduate Students Association, I am writing in support for the construction of the Sepulveda Transit Corridor as a heavy rai dramatically transforming the mobility and accessibility of our campus. We s three heavy rail alternatives (4-6) and reject all proposals for a monorail (alt 3). We feel that the benefits of heavy rail will be astronomical for students, f all who navigate the Los Angeles area. As the single most important rail inve Los Angeles's history, ensuring that the Sepulveda Transit Corridor is designe stakeholders in our community is crucial. The UCLA community should not be subjected to inhumane conditions wher for their transportation to arrive. The monorail would force individuals to wa sides of the 405 Freeway, one of the most congested roadways in the world Unacceptable and inequitable levels of noise and air pollution pose serious h for our public transit riders. Current information demonstrates the larger, systemic issues with the monc proposals. Alternatives 1-3 are proposed to have an end-to-end travel time r doubling or tripling the heavy rail alternatives when traveling to the UCLA ca monorail's current proposals fail to connect well with the existing Metro sys rail's superior ride times and pleasant station environment create a dramati projected weekday ridership, especially at the UCLA campus. We implore Metro to listen to the opinions of our campus and our wider cor The most elite and wealthy stakeholders should not have the ability to overp voices of the public. This rail line has the potential to fundamentally transfor Angeles for future generations. We must fight for the future that works for A – and that future is heavy rail.
	Website		90049	No	12/6/2023 20:26	It is imperative this project have a station underground at UCLA. This is the s that maximizes ridership. UCLA is one of the region's largest destinations, wi thousands of daily visitors as a university and as an employer. Alternatives th other means to connect to UCLA are clumsy and inefficient, and they should rejected.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90039	No	12/6/2023 20:29	I must admit that this is considerable planning stages progress although I do to punch my ticket anytime soon to ride what should have been a subway li good 10-20 years ago. Hopefully in my lifeline we will initially see this line bu ENTIRELY underground [with the exception of the northern most point in th Valley (Panorama City) where it would end or begin as an elevated portion] would be 4 stations in the S.F. Valley & 4 stations in West L.A. including prob would conceivably be the busiest station within the entire Metro network--t station. I hope we can get a combination of Federal, State & local funding fo important project, which will truly be a "game changer" for the entire regio
	Website		91316	No	12/6/2023 20:38	Hello, I think the monorail is too slow, would be an eyesore, wouldn't have t stations and wouldn't be usable to the most amount of people. It seems tha is not a serious solution and should only be considered for smaller, less used For this route I think the heavy rail is the only way to go. And I think accessib speed are the most important aspects. So plan 5 would have the most acces plan 6 would have the most speed. Then it comes to money. I think plan 6 is more, and it shaves off 1 minute which is good, but with less accessibility. I t accessibility is more important in regards to 1 minute and a huge increase in would hope for plan 5.
	Website		90049	No	12/6/2023 20:45	The right alternative, which would be less intrusive and less costly, would be monorail down the 405 South all the way to Wilshire. Do not place subways Air! If you attempt to tunnel under Bel Air the project will be held up in cour

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90404	No	12/6/2023 21:14	Why are monorail options even still being considered? They are not effectiv anywhere in the world. The heavy rail options of alternative 4, 5, 6 are the o sensible and viable options. It's absurd how much people in Bel Air whining a having a subway put far below them can force such crappy options to still be light of day. Unsurprisingly showing the options here obscures which are the monorail concept and which are basic heavy rail that is the standard used th the world for urban areas that want functional and effective mass transit.
	Website		90094	No	12/6/2023 21:34	Please only consider alternatives 4-6! Building this as monorail, with the terr station locations presented in alternatives 1-3, would be a colossal mistake. to be heavy rail, with a one-seat ride between the valley, the heart of UCLA, Expo Line. I prefer Alternative 6 because the station locations south of West superior, but any of the alternatives 4-6 would be good!
	Website		91316	No	12/6/2023 21:41	Stop the nonsense. This boondoggle plan represents yet another guaranteed transportation failure. Shelve it before tens of thousands of lives are upended and so much propert destroyed. NONE of the options are workable and taxpayer money is totally Just stop!
	Website		90242	No	12/6/2023 21:55	Above anything else, there must be a station built inside of UCLA. Personally Option 6 because it has the fastest travel time and is the easiest to connect connections with the LAX extension and the East SFV extension. Also since C will use the same technology as the East SFV trains, there won't be any issue moving train between the Sepulveda corridor trains and East SFV if LA Metro borrow trains. Regarding concerns that there's less riders on Option 6, that i to having no station on Sherman way & Sepulveda blvd (but this could be ad increasing service on bus line 162 so that riders can access the Sherman way the East SFV line). And I support the option with a Heavy Rail (no to the Mon options). Thank you.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	12/6/2023 22:41	Alternatives 4 and 5 appear to be far and away the best options. A UCLA stat speeds, higher capacity, and not running along a freeway median (we have s unpleasant this is when done poorly, such as with the C line's lack of soundp make this clear.
	Website		90016	No	12/6/2023 22:45	Can't wait to have more public transportation! Especially lines that connect t I wish your lines did transfers like NYC. Pay once, don't pay a fare for two ho Fwiw - homeless are not a good excuse for the current rules
	Website		90025	No	12/6/2023 22:46	I prefer alternatives 4-6. If we spend the money to build a rail project, we sh the most efficient and fastest one. More people will use something if they fi convenient, and will be better proof to the state and federal government th investment is worthwhile.
	Website		92114	No	12/6/2023 23:27	It would be nice if metro did not have a monorail line. I would like it if metro have a light rail line.
	Website		90230	No	12/6/2023 23:44	Alt 4, 5, or 6. Tried and true technology that the local supporting workforce resources are used to. This will surely help operational costs down the line. A high the highest ridership potential and the fastest travel times which is real people care about. Either way, please do something to connect the west sid valley. This would be a huge infrastructure boost for the entire area.
	Website		90026	No	12/6/2023 23:56	Please no monorail! Heavy rail is proven and will carry LA through the 21st c

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/7/2023 0:11	I write in ardent support for the construction of the Sepulveda Transit Corrid heavy rail line, dramatically transforming the mobility and accessibility of ou support the three heavy rail alternatives (4-6) and reject all proposals for a n (alternatives 1-3). We feel that the benefits of heavy rail will be astronomica students, faculty, and all who navigate the Los Angeles area. As the single m important rail investment in Los Angeles's history, ensuring that the Sepulve Corridor is designed for the stakeholders in our community is crucial. The UCLA community should not be subjected to inhumane conditions wher for their transportation to arrive. The monorail would force individuals to wa sides of the 405 Freeway, one of the most congested roadways in the world Unacceptable and inequitable levels of noise and air pollution pose serious h for our public transit riders. Current information demonstrates the larger, systemic issues with the monc proposals. Alternatives 1-3 are proposed to have an end-to-end travel time r doubling or tripling the heavy rail alternatives when traveling to the UCLA ca monorail's current proposals fail to connect well with the existing Metro sys rail's superior ride times and pleasant station environment create a dramati projected weekday ridership, especially at the UCLA campus. Please listen to the opinions of our campus and our wider community. The n and wealthy stakeholders should not have the ability to overpower the voice public. This rail line has the potential to fundamentally transform Los Angele future generations. We must fight for the future that works for Angelenos – future is heavy rail.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90504	No	12/7/2023 0:44	I am heavily in favor of alternative 4, but no matter what I think heavy rail is over monorail! Where exactly in the world is monorail used effectively? Wh benefit from a monorail with slower service, more than underground heavy goes from Van Nuys to UCLA in 12 minutes? The people of Los Angeles will b more frequently and reliably if we invest in heavy rail alternatives.
	Website		90022	No	12/7/2023 0:49	Alternative 4 is the best option overall, but all options that favor total riders heavy rail, and have a close of a connection to UCLA are ideal. A system nee built right the first time, and it needs to be built to benefit the most people. 4 is the way to go.
	Website		91106	No	12/7/2023 1:26	4 is my preference to be able to access UCLA and visit my sister in law in the easily. I also like the elevated portion for beautiful Mountain View's like I ge line now ? 5 is great as well, and 6 is merely good. The monorails won't mov people and are too slow for this critical corridor!
	Website		90029	No	12/7/2023 1:29	Please do not build a monorail, we need the capacity of heavy rail if LA is ser building transit
	Website		91306-4035	No	12/7/2023 1:29	Alternative 4, please! Can't tell you how convenient it would be for me as a t riding Valley resident to have a truly robust, fast route to the West Side that confined to a handful of routes today, like the LADOT 573. I've literally had t down jobs in/around Santa Monica because the transit options were so terri outside of narrowly confined hours. Alternative 4 really seems like the best solution for my needs!
	Website		90012	No	12/7/2023 1:39	I believe alternative 4 is the best option, as it minimizes overall cost and mai necessary and quick heavy rail connections between the valley and the west addition, having a stop at UCLA is critical for the success of the line (saying th a USC graduate), and making sure there is a seamless in-station transfer betv heavy rail line and the D line
	Website		90024	No	12/7/2023 1:39	Heavy rail please, to match the rest of the metro system and because it's mo standard.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90048	No	12/7/2023 1:54	I believe that any option that does not include heavy rail will be a great disse the working people and students of the city of Los Angeles. Heavy rail altern faster, transport more people, and mesh better with our current metro syst
	Website		90403	No	12/7/2023 1:58	I'm pretty sure I already submitted a comment, but I keep on receiving e-ma you that suggest that I haven't, so let me try again. My main feedback is that I think you should consider combining attributes o project alternatives. Currently, Alternative 6 is the only one that offers reas connectivity for West LA, which I believe is essential to the success of the pr However, Alternatives 4 and 5 provide access to the Sepulveda corridor in th believe that an alternative combining both of these advantages would have ridership, and highest impact in terms of opening up new options to commu currently are not well served by rail transit.
	Website		91335-1855	No	12/7/2023 2:01	I lean towards the option of having an underground heavy rail transit option @ UCLA. I'm aware there is a cost-benefit analysis that must balance the trip ridership numbers and the costs. I'm willing to compromise a longer trip leng order to save on costs, but prefer the trip to be no longer than 20 minutes (1 would be ideal). I believe maximizing ridership should be the priority and the essential the rail be a quick consistent underground trip without regular disr a 30 minute monorail ride (double the time and susceptible to climate condi the alternative, I'd be less likely to consider the option.
	Website		91335	No	12/7/2023 2:24	A monorail will not adequately meet the requirements necessary for a proje scale and would represent a monumental misstep. The only realistic choice s heavy rail line with stations easily accessible to UCLA. Stations should also pr connections to other transit lines and buses. Security must also be prioritize exists a truthful fear of transit due to the transient population. Pretending it exist and leaving the public to act as the law does Metro no favors.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90064	No	12/7/2023 2:25	Please for the love of God do not do the monorail. It's stupid, and I know y'a Don't bow to to the rich NIMBYs please. Tunnel under Sherman Oaks and let the Valley using transit
	Website		91607	No	12/7/2023 2:30	Heavy rail moves more people, faster. Same cars could be used with b-line a Why use a slower , smaller incompatible system?
	Website		91103	No	12/7/2023 2:56	We absolutely want Heavy Rail (Options 4, 5, or 6) and do not want a monor (Options 1, 2, and 3). All the Heavy Rail options have higher ridership and are than the Monorail options. Monorail will limit future expansion of the line ar allow purchasing passenger cars that will be able to be used on other lines. D the NIMBYs backing the monorail options destroy this opportunity for a heav that can serve our community best.
	Website		90065	No	12/7/2023 3:31	Option 4 is most cost effective for much needed heavy rail. No monorail. No capitulating to wealthy NIMBYs.
	Website	North Westwood Neighborhood Council	90025	No	12/7/2023 3:55	I strongly believe, as an elected representative of North Westwood's reside students, and businesses that the Sepulveda Transit Corridor should be heav have a stop at UCLA. UCLA is one of the biggest driver of transit riders on the and a huge destination for tourists (and not to mention Olympians for the at village come 2028). Not having a stop at UCLA would rob the project of the v majority of its utility, and waste what is a multibillion dollar national investm proposed bus bridge in the monorail option is unacceptable and significantly transit time. Heavy rail must be picked due to increased capacity and feasibility relative to monorail option. The monorail has decreased capacity, peak frequency, and harder to maintain relative to heavy rail due to its uniqueness. Cities that are about transit use heavy rail, not monorails.
	Website		91740	No	12/7/2023 3:56	Alternative 4 or 5 are the best choices subway lines are the answer for a hea congested area of the supulveda pass. no monorail that is not the answer we know what is best

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91506	No	12/7/2023 4:06	A monorail would be a complete waste of money. Lower ridership, more ma Option 4 or option 6 are the way to go. The NIMBYs in Brentwood will never the tunnel is under them. If you need to bury the rail on the valley side to ke Sherman Oaks crowd happy then do it. Make sure there's a UCLA station. Ha station will alleviate a lot of congestion in Westwood, and will open up more options for UCLA students and staff.
	Website		91401	No	12/7/2023 4:16	I am looking forward to this project beginning. I own a house in the area and proponent of alternatives 4 and 6. Having a stop at UCLA would be very ben the community and the quicker commute and extra ridership that comes wi alternatives make me believe this is our best option.
	Website		91405-4848	No	12/7/2023 4:29	Next time there is a presentation it would be nice to see how each alternati connect to transit going to the airport. Specifically a time breakdown like yo timing from Sylmar and Reseda. It would be nice to know if this route would easier to get to the new LAX people mover.
	Website		90063	No	12/7/2023 4:31	I oppose the Monorail and support heavy rail. No monorail. I will protest a m will call to oppose a monorail. I support option 5, but 6 is also good. Anythin monorail.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90034	No	12/7/2023 4:59	I am writing to express my support for the alternatives that use heavy rail, e alternative 6. I am excited about all of the new progress Metro has been ma expanding transit, and I believe this new project will provide an amazing opp connect more people through transit and bring LA closer to being a city knov transit options. However, choosing any of the monorail options would be a r waste of this opportunity. The monorail will be slower, will not be able to tra many people, and in the longer term future will be much more difficult to comprehensively integrate into the larger LA transit network. Additionally, t ridership experience will be worse in the monorail alternatives as stops loca freeway medians are much less pleasant for riders than stops completely re from car traffic. There is a reason that other cities around the world known f transit networks use heavy rail and not monorails. If we want people to use transit, we have to make the experience as easy and pleasant as possible an heavy rail alternatives are best suited for this. I think alternative 6 is the bes because of its 100% heavy rail plan. Simply put, there are many more compelling reasons to go with the heavy ra alternatives, and the vast majority of public support is for these options. A v vocal minority is in favor of the monorail, and many more Angelenos from a communities would benefit from heavy rail. As a younger resident, I look for the possibility of using a heavy rail transit option to move through the Sepul without a car for years to come. My number 1 priority for this project is for i heavy rail and not a monorail. As for the other areas for public comment, I am all in favor of a UCLA stop o think this stop will be valuable for the future viability of this line and it is tim to become even more integrated into the greater rail transit network, espec so many people commuting from the valley and so many students without c like the idea of a stop at the Getty Center but it doesn't appear possible with
	Website		91354	No	12/7/2023 5:03	Please choose Alternative 4 for a direct connection to UCLA and elevated sta the valley
	Website		90291	No	12/7/2023 5:29	I am in favor of alternative 4, 5 and 6.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90063	No	12/7/2023 5:55	Alternative 4 is the best. DO NOT BUILD A MONORAIL. This project needs to be a subway.
	Website		90025	No	12/7/2023 5:59	Please choose heavy rail option 4. Los Angeles should be a world class city. A budget for non heavy rail are shady and likely low balling like every public m
	Website		90210	No	12/7/2023 6:14	I support heavy rail
	Website		91343	No	12/7/2023 6:48	I support options 4, 5, 6. I believe monorail is the worst option to tackle this
	Website		91405	No	12/7/2023 7:20	Alternative 6 please! Alternative 4 and 5 are also ok
	Website		90029	No	12/7/2023 7:44	I support any of the rail options. Option 5 has the most users so that makes sense to me. Option 4's elevated track section seems like it'd have faster access compare tunnels. I see the time estimates say its a little slower than 5, not sure why, are still acceptable times. I also like 4 because I like seeing what's gong on ou Option 6 is OK but I feel like the valley has more potential to grow so a Sherm stop seems like a good idea for the future. I've enjoyed the Getty but a monorail stop there feels insulting. Just another to a billionaire who made his money off the car dependency and pollution w to solve with this project. The Getty museum can crowdsource with the othe fortunes and build its own monorail but I'm against public funds for it. And t monorail options are slower and have fewer riders.

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email		91506	No	12/7/2023 8:00	I'm a resident in the city of Burbank and having a meaningful connection fro valley to the west side would be invaluable. After analyzing the project over obvious that the best alternatives to the project are 4 through 6, all of the o heavy rail. If this project considers the monorail, it would be out of shortsigh a willful disregard of the potential higher travel speeds and higher ridership that heavy rail would bring to the area. The monorail cannot compete. This repeat of what Beverly Hills NIMBYs had for the Century City/Constellation s the Purple line extension. Unfounded, unnecessary, and only delaying a tran LA desperately needs. Please build the Sepulveda Pass with heavy rail.
	Email			No	12/7/2023 8:00	Subject: I support alternative 6. I'm a homeowner on the westside and I sup alternative 6 of the sepulveda transit plan I also support the train being ext down centinela all the way to LAX
	Website		91316	No	12/7/2023 8:46	I think Alternatives 4 and 5 (Heavy Rail) are the best options for this project efficient in terms of distance and time connecting the valley to West LA, and connection points to currently existing Metro lines. The monorail options ar near as good. I hope that one of the heavy rail plans is chosen!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	UCLA Undergraduate Student Association Council Office of the Internal Vice President	90024	No	12/7/2023 9:41	UCLA's Undergraduate Student Association (USAC) writes in ardent support construction of the Sepulveda Transit Corridor as a heavy rail line, dramatica transforming the mobility and accessibility of our campus. We support the tl rail alternatives (4-6) and reject all proposals for a monorail (alternatives 1-3 that the benefits of heavy rail will be astronomical for students, faculty, and navigate the Los Angeles area. As the single most important rail investment Angeles's history, ensuring that the Sepulveda Transit Corridor is designed fo stakeholders in our community is crucial. The UCLA community should not be subjected to inhumane conditions wher for their transportation to arrive. The monorail would force individuals to wa sides of the 405 Freeway, one of the most congested roadways in the world Unacceptable and inequitable levels of noise and air pollution pose serious h for our public transit riders. Current information demonstrates the larger, systemic issues with the monc proposals. Alternatives 1-3 are proposed to have an end-to-end travel time r doubling or tripling the heavy rail alternatives when traveling to the UCLA ca monorail's current proposals fail to connect well with the existing Metro sys rail's superior ride times and pleasant station environment create a dramati projected weekday ridership, especially at the UCLA campus. We implore Metro to listen to the opinions of our campus and our wider cor The most elite and wealthy stakeholders should not have the ability to overp voices of the public. This rail line has the potential to fundamentally transfor Angeles for future generations. We must fight for the future that works for A – and that future is heavy rail.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90068	No	12/7/2023 11:06	I'm begging metro to please make it easier to get to the west side. There are people who service, yes service, the wealthy people of the west side. Provid with easier alternatives. The underrepresented and the people who need transportation to this area are begging for better solutions. The overreprese of Sherman oaks, Encino, etc don't represent the hard working people of the the valley. Transportation projects will have to go through those areas and it them to stop the NIMBYism and get on board with helping service the peopl work on their hands and knees everyday, to maintain their lifestyle.
	Website		91406	No	12/7/2023 13:59	We are very much against this project on Sepulveda Blvd. I live very close to Sepulveda in a residential home. The extra activity and es noise would be detrimental to my peace and enjoyment of my home.
	Website		90404	No	12/7/2023 14:05	Please do a heavy rail. It is much better for the thousands who will use it. M many issues. Number 4 is the best option.
	Website		91343	No	12/7/2023 14:44	I'm writing in support for alternative 4. Because of the large number of peop move through the corridor heavy rail is a better option than the monorail be its high capacity. And having more of the route buried let's the trains move t their route faster increasing capacity even more.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90025	No	12/7/2023 15:22	We should focus on moving the most people in the least time for locals to pl lives around. That means we should definitely choose a heavy rail option bec maximizes travelers even if it is less convenient for one off visits to the getty These lines will define our transit for decades, so we should be willing to spe money even if it requires extra taxes to do so to ensure we maximize travel, rail, and bury the lines where possible. Alt 6 is best for me due to my proximity to the Bundy station, but I would su of the heavy rail options and would prefer 6 more than 5 more than 4.
	Website		91344	No	12/7/2023 15:26	Do not use monorail. Please stick with heavy rail option 4!
	Website		91344	No	12/7/2023 15:33	Heavy rail all the way. Prioritize speed and capacity! Look at all the major cit robust public transportation. They all have heavy rail systems. I live in the Valley and work in El Segundo. I commute to work via the Comm Express Bus 574. Having heavy rail along the Sepulveda Pass will greatly alle in that corridor and aid my own commute.
	Website		90064	No	12/7/2023 15:53	It's sad how other large metropolitans have a very well developed heavy rail It's also sad how the previous generation keeps failing the current generatio need to rectify and make sure we start planning for future generations. Heav the way.
	Website		91423	No	12/7/2023 15:54	I truly believe we need to consider the heavy rail options. Any of the propos between 4 and 6 would serve the Valley with efficient, large scale, convenien transport. Why would we build a monorail for this project when every other town is reachable by heavy rail? What makes this any different? If spending this should be considered an investment rather than a "cost". Investing in he will prove to be more efficient and better serve our communities in the long Heavy rail all the way!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91403	No	12/7/2023 16:00	Hard rail via tunnel is the literal only way to do this. Please don't spend any m that waste of time and money monorail and do it right the first time.
	Website		90230	No	12/7/2023 16:18	I am in favor of a monorail which will run over the 405 freeway. The residen communities such as bel air will tie this project up in the courts for years. It v millions to the cost. I would like to see the remainder of the route (where it off the 405) be built underground.
	Website		91304	No	12/7/2023 16:18	Please consider heavy rail (Options 4-6) to best serve the community by pro faster commutes for higher volumes of people.
	Website		90042	No	12/7/2023 16:33	Please don't select a monorail. It does not transport the number of other pe other options.
	Website		92612	No	12/7/2023 16:35	Please yes options 4, 5, or 6 with heavy rail. No to options 1, 2, and 3 with m

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90039	No	12/7/2023 17:00	To the development team at LA Metro, Your focus should be on moving as many people across this large region as e and as quickly as possible. Los Angeles is the usually the butt of the joke whe to transit development internationally and even within our own country. If a headway is going to be made in trying to fix that though, we need to truly co comprehensive transit. For this project, this means adopting the undergrour rail alternatives (primarily alternatives 4 and 5). You know that it carries mor moves faster, and is going to be more impactful in actually reducing congest (unsurprisingly, the highway widening project on the 405 didn't work). Pleas the NIMBYism in Sherman Oaks and Bel-Air destroy or downscope this proje project isn't for them. It's for working-class people who use this corridor eve Metro's own data, the bulk of its riders are low-income households. Don't le lawsuits under the guise of 'insufficient environmental studies' derail this pr don't let Ben Sherman bully your staff and push his own agenda towards a m option. This city and region isn't theirs. You can't benefit from urbanism and cut yourself off from it. You built the red and purple lines. Do it again. Thank
	Website		90025	No	12/7/2023 17:34	Subway, subway, subway! Build for the community. Build for the future. Don bozos that have never used public transportation in their life dictate how thi built. Build Alt 4, 5, or 6!!!!!
	Website		90277	No	12/7/2023 17:34	Pick ALT 4, no to monorails!
	Website		91754	No	12/7/2023 18:09	UCLA alumnus with family in the San Fernando Valley - strongly in favor of th rail alternatives, especially alternative 4. The monorail alternatives lack an a UCLA connection, which must be a tier 1 priority for this project.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91326	No	12/7/2023 18:14	I strongly favor Alternative 4. I favor any of the heavy rail options being proposed, and strongly oppose to monorail in the Sepulveda Transit Corridor Project. Monorail will fail to provide the capacity needed to be a viable alternative to freeway.
	Website		91401	No	12/7/2023 18:28	Voicing my support for a heavy rail option, especially 6, which would probab revitalize the van nuys corridor.
	Website		91607	No	12/7/2023 18:35	I am heavily in favor of any of the heavy rail options (numbers 4, 5, or 6) and HEAVILY against options 1, 2, and 3. Monorail is much slower, carries much f people, and is far more costly to maintain (resulting in the project being a fa expensive investment over time). The only people who are lobbying for a mo either the ultra-wealthy residents who will never use it in the first place, or t whose pockets are lined by the companies that would be building the mono
	Website		90401	No	12/7/2023 18:50	I am strongly in favor of the heavy rail options (4-6). Los Angeles is the secon city in the US and deserves to have a world class subway system. A heavy rai will be faster, carry more people, integrate better with the rest of the metro and offer a stop on the UCLA campus (a huge commuter destination). The m options are inferior in every way.
	Website		90045	No	12/7/2023 19:08	Big fan of option 4, heavy rail. Monorail will not serve the basin well long ter be as quick, and won't be as safe!
	Website		90034	No	12/7/2023 19:09	Don't screw this up, build it right the first time with the HEAVY RAIL option. Y something that will transport passengers FAST if you want any sort of adopti
	Website		90024	No	12/7/2023 19:13	Holmby Westwood Property Owners Association, adjacent to UCLA, represe single family homes supports a stop on the UCLA campus. No transfer requir

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90291	No	12/7/2023 19:15	I strongly oppose the monorail option. I believe it has only been proposed to project inadequate and unappealing, and to generally undermine the growth transit in the region. This major corridor needs heavy rail, and any planning e tell you it is the best option. I would specifically prefer option #4, but any he option is better than any monorail option.
	Website		90064	No	12/7/2023 19:20	HEAVY RAIL IS THE ONLY OPTION. Please do not give into the Bel Air people about monorails. Please consider everyone else who lives along this corridor asking for heavy rail, for real transit that will actually help us get places and r congestion. It's also imperative that the line runs through UCLA. Otherwise w build it?? I say this as someone who does not work or go to school at UCLA, j neighbor. I do live near the Expo/Sepulveda E line station and I would love it connect there, but I honestly don't care so long as it's HEAVY RAIL. I currentl Metro as often as I can, but certainly not as often as I'd like. A heavy rail line transform my transit habits and those of so many others. Thank you.
	Website		91335	No	12/7/2023 19:20	I support and prefer Alternative 4
	Website		90404	No	12/7/2023 19:33	I believe that one of Alternatives 4, 5, and 6 offers the best option for this pr personal preference is for Alternative 6 which gives a station west of the 405 would encourage my (and my friends) desire to ride the line to Sawtelle via t However, given the ridership estimates I acknowledge alternatives 4 or 5 wo potentially lead to greater ridership. All of alternatives 4, 5, and 6 offer short times than alternatives 1, 2, and 3 and offer better integration with existing rail transit (D and E lines). I believe decreasing travel times and ease of use a factor in encouraging more people to take rail transit options so those consi should be prioritized.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91356	No	12/7/2023 19:37	I used to take the bus from the Valley to the Getty Center, where I work, but pandemic, I have been driving my car. Bus service was not that reliable befo has since gotten worse with many bus lines eliminated and the number of bu decreased. A reliable, faster alternative has long been needed and I am excit option that will provide an alternative to driving through the Sepulveda pass work at the Getty I am a bit biased in favoring a stop at the Getty, but since t lot of staff working at the site, and thousands of visitors, I think it makes sen a stop there.
	Website		90066	No	12/7/2023 19:40	Overall life wellbeing would benefit from having a railway from the valley an
	Website		91301	No	12/7/2023 19:48	I think heavy rail is the only option. As the city continues to grow we must ha options that can remove as many cars as possible and grow with the cities n
	Website		90066	No	12/7/2023 20:04	I want Sepulveda Transit Corridor Alternative 4 (Heavy Rail). I know its one o expensive plans, but it is always better to build a really great transit system t by everyone vs something that is cheap, looks cheap, and ends up being eve expensive because it uses custom parts and is not expandable with the grow city. Just look around the world at the ratio of heavy rail transit vs monorail. is always the way to go. And Alternative 4 route also provides great service v impeding local traffic, as it is built over or under local streets. Please, please, CHOOSE ALTERNATIVE 4 (HEAVY RAIL)!!!!!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90042	No	12/7/2023 20:37	I continue to be dismayed that any Monorail options are still being considere what we know about the advantages of heavy rail. Every single day I suffer o line that was compromised by design from the beginning: the Expo line (now Every single day I sit on a packed train as it crawls through city traffic and wa lights from about Crenshaw to Pico. This inferior experience will be inflicted passengers for the rest of our lives because the project planners lacked the v resources to build the system correctly and grade separate it. Let's not make kind of mistakes again. Don't bow to the will of ignorant (or malicious) voice want the inferior monorail. Build the heavy rail option. The vocal opposition rail would never use either option, statistically speaking, (and likely by their admission.) Because of this, one must assume that they are pushing monora for the express purpose of sabotaging the project. Let us not harm the entire forever by bowing to the will of a vocal minority that has no intention of usi project. Have the vision and courage to build it right the first time. Why do y continue to ask for for input when the answer is so obvious? Build the heavy option!
	Website		90027	No	12/7/2023 20:52	The monorail options should be thrown out. They are less effective, move fe people and are very limited in capabilities. In addition, there are no other m options in Los Angeles, which increases costs for maintenance for the systen a complete additional set of parts and everything else that goes with adding style of system to the infrastructure. Only options that use existing parts of infrastructure in Los Angeles should b considered and construction on the project should start immediately.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90024	No	12/7/2023 20:53	Living on the west side for the last year and a half and having lived in the val several years prior I know how important that corridor is. Just yesterday it to hour to get from Westwood to Encino during rush hour... a drive that was 15 on my way home. Before I had a car, I would make the commute from the va west side by bus and it would take me upwards of three hours. I found it ridi there was no rapid transit between the two areas and how all public transit centralized around downtown when so many commuters go from the valley west side. I see this as the largest, most prominent gap in the LA public trans
	Website		91423	No	12/7/2023 21:01	There is too much traffic in my community. I live in Sherman Oaks, south of several blocks up Woodman Ave on Woodman Canyon. I've lived here since I've seen it grow. We had a quiet neighborhood, good for kids. Now we have when we step outside our driveway because of the dangerous traffic. For thi alone, I oppose any railway above or along the 405 in my neighborhood. It w quiet neighborhood and turn it into Brooklyn NY. I'm not sure about the oth alternatives but I'm looking into them.
	Website		90045	No	12/7/2023 21:14	Westchester is a lively community, with residents who walk, cycle and play t the neighborhood. Proximity to LAX has always generated high traffic on ma thoroughfares, which has noticeably increased with the recent construction neighborhood. GPS navigation has directed increased travel on the residenti and significantly increased traffic, noise and danger on these streets for resi Radically increasing density, especially without providing parking, will essent this community and INCREASE TRAVEL TIME IN AND OUT OF LAX and impact freeway.
	Website		91601	No	12/7/2023 21:58	Yes 100% do it, we need more public transportation in LA and the 405 is a ni Help LA get to the 20th century. I also hope we can go to the 21st century sc and get some bullet trains to SD, SF and Las Vegas! We are behind Asia and I a lot.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	North Westwood Neighborhood Council	90404	Merged Document	12/7/2023 22:59	I have copied this text from my attached document for visibility. Please refe attached for images and elaboration. I have three main topics I want to comment on: 1.Overall, Alternative 4 is the superior choice based on ridership, cost, and c More generally, heavy rail Alternatives 4, 5, and 6 are superior to Alts 1,2,3, monorail should not be chosen under any circumstance for this crucial proje Furthermore, a lack of UCLA station should be a non-starter, ruling out Alts 1 entirely. 2.Additionally, alternative 6 should be studied as an automated metro simila 5. If not automated, the cost of more drivers and driver staffing difficulties n frequency and all day service difficult, but automation will relieve some of th All modern lines should be designed to facilitate automation with platform s doors, even if they will not operate that way immediately upon opening. 3.Lastly, all alternatives Santa Monica Blvd and Expo stations poorly serve Sa Japantown, a mixed use area and one of the most common destinations for students and all of the Westside. All Alternatives include walking distances > main Sawtelle destinations, and Alts 1-5 are particularly egregious because c 405 at Santa Monica Blvd, Pico, or Olympic is extremely uncomfortable and (Figure 1). Without exaggeration, the routes are a pedestrian hellscape (Figu and I do not see how FLM improvements could possibly adequately address would discourage UCLA students and D Line riders from using transit to reac many of whom would instead drive or rideshare. Our freeways have isolated communities for decades, and the current alignments exacerbate this isolati keeping all stations south of Wilshire on one side of the 405. Providing comf transit access to Sawtelle is an opportunity to correct our past mistakes and our city. This could be done through altered station placement, and/or addit station entrances with faregates and underground walkways (Figure 6).

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91711	No	12/7/2023 23:01	Please just build heavy rail to UCLA. This line is too much of a backbone to th for it to not be built as heavy rail. A monorail would cost more money (since lying) for less ridership and likely would not be able to built through the 405 claims due to CalTrans. Even if it could be, it would still be better to build he it is significantly higher capacity once scaled than a monorail anyway.
	Website		91436	No	12/7/2023 23:04	The monorail alternatives should be scrapped. My preferred alternatives are since they offer the highest ridership, least duplication of planned routes, an expensive future opportunity to extend to Burbank Airport.
	Website		90025	No	12/7/2023 23:16	Absolutely needed
	Website		90046	No	12/7/2023 23:49	I'm writing to express my strong opposition to the monorail. Are we serious. of joke is that. A monorail in 2024??? Anyone with non-biased opinions on t Sepulveda corridor knows we must go with the heavy rail option, and I belie alternatives 5 or 6 would be the best option for what will be a -crucial- link i rail network for LA.
	Website		90020	No	12/8/2023 0:01	Heavy rail only! No monorail whatsoever! Total waste of money, show me o monorail anywhere.
	Website		91106	No	12/8/2023 0:46	I believe that one of Alternatives 4, 5, and 6 offers the best option for this pr personal preference is for Alternative 6 which gives a station west of the 405 would encourage my (and my friends) desire to ride the line to Sawtelle via t However, given the ridership estimates I acknowledge alternatives 4 or 5 wo potentially lead to greater ridership. All of alternatives 4, 5, and 6 offer short times than alternatives 1, 2, and 3 and offer better integration with existing rail transit (D and E lines). I believe decreasing travel times and ease of use a factor in encouraging more people to take rail transit options so those consi should be prioritized.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90293	No	12/8/2023 0:51	My input reflects a rationale community member regarding metro trains as a part of the LA transit network unbiased by financial incentive or NIMBY activ a very important corridor to get correct. That means build a system that can accommodate high rider throughput, use existing technology that has been effective, not just in LA but worldwide. I'm referring to options 4, 5, and 6 w rail. Spend the money on the right things today and LA will be a better city fo monorail options have many negatives, including but not limited to: hidden included in the initial proposal (expanding capacity at stations and on cars w very expensive after the fact), using a new custom architecture not used any else in the world would require expensive custom parts and training, and the corridor does not physically go where people want to go (the Getty is not a u transit stop and UCLA MUST be reasonably connected by a train). Additional monorail can't be reasonably expanded or connected to the greater transit n Regarding the heavy rail options, all are effective at moving people. overhea are not bad. What matters most is maximizing expected rider count, followe having the most number of pedestrian-friendly, reachable station entrances separating station entrances from barren freeways). With those priorities, A 4 offers fast ride-time, high ridership, good connectivity, and balances transi priorities. That said, the other alternatives meet these requirements well an options for the Los Angeles transit network.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91401	No	12/8/2023 2:22	To say that confidence in the City, County, or State's ability to perform any la infrastructure project is low at this point would be an understatement. In fac State recently acquiesced to Private Industry with regards to the Bullet Train the Inland Empire and Las Vegas, and ye, we have zero accountability regard BILLIONS of taxpayer dollars that disappeared into thin air for that leg and o the project left to ruin and abandon. To think that this will turn out any diffe with much more dire consequences considering the project's location, woul at best and insane at most accurate. This all goes without stating the obvious fact that due to Social Policies, liter except for the exploding homeless population and people who want to be st dare find themselves isolated in a train car anywhere near Los Angeles Coun This of course eludes to the misguided notion that elected officials in this pa country seem to think themselves Social Engineers, which they are not, nor a expected to be and literally no one appreciates the results of their Social Experimentation ranging from Road Diets to Red Curb Policies to Bike Lane E Pandering to the smallest denominator will eventually have consequences a soon to be labeled BoonDoggle will prove no different.
	Website		91324	No	12/8/2023 3:07	I'm happy with any of the heavy rail alternatives especially #5. Monorail pass capacity simply won't cut it long term. We should make our best efforts to b something that will serve the community at large and not cut corners that m the efficiency of future public transportation projects.
	Website		90019	No	12/8/2023 4:13	Option 4 nd heavyrail. No to monorail.
	Website		91403	No	12/8/2023 4:31	I support options 5, 4, and 6, in that order. I do not support the other option

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

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

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

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

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for th Sepulveda Pass transit connection. I ride public transit to work nearly on a so this is a topic that concerns not only me, but the countless other working people that live in LA County. Connecting more high-capacity transit infrast the Metro system is one of the best investments we can make as LA moves i future. Alternatives 4 and 5 have by far the most ridership and will allow for multimodal access to a number of stations vital to many folks in the San Fer Valley and West LA. Any alternative which elects to use low-capacity, novel modes such as alternatives 1-3, are mortgaging ridership and accessibility to few folks who will never even use the transit system. Affordable, safe, effect low headway transit investments are what we need in order to bring folks in public transit fold. In the long-term, alternatives 4 and 5 also offer the best opportunities to interconnect with and benefit from future transit investme Metrolink's Score program. Connecting and adding capacity between the An Valley line and other transit projects in the San Fernando valley are vital to c growing population centers to the academic and business cores of LA. Lastl direct rail connection to UCLA noted in alternatives 4 and 5 are extremely im the UCLA student body, and to facilitate access to our world class public univ alternative that uses indirect connections, such as a monorail with a shuttle going to dissuade thousands of people from using the service and further disenfranchise Angelenos without a car. Direct, heavy rail service is the only worthwhile investment for a route parallel to the 405. Monorail systems ar unreliable, low-capacity carnival rides which in this case only serve to under the speed and reliability possible with a heavy rail connection. Anyone lobby monorail connection is not doing so for its unique benefits (of which there a but rather are backing a project with verifiably lower ridership capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are con

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Hello, I am writing in support of the heavy rail alternatives for the Sepulved Corridor. I urge Metro to build a heavy rail alternative with a stop at UCLA, a could eventually connect Valley residents directly to LAX. I believe any suppo monorail or alternatives that do not stop at UCLA is given in bad faith. Los An taxpayers, workers, and students deserve world-class transit that gets us to everywhere we need to go as quickly and safely as possible. Transit riders de be given priority. I hope Metro will seek all possible funding, including pursu from the Federal government, to build this Metro line as quickly as possible speed up the project timeline. I want to see this train built to a world-class with trains that run every 2-3 minutes and carry as many daily passengers as possible. I'm also urging Metro to please build this line in coordination with multi-modal transit upgrades throughout the San Fernando Valley. For exam conjunction with the Sepulveda rail project, I also hope they will extend the peak-hour bus-only lanes along Sepulveda to go down all of Ventura Bouleva connect riders from all over the Valley directly to the Metro Line. Please also current (peak-hour) bus-only lanes to full BRT, with stops that seamlessly co transit riders from buses to trains and back. I also hope to see truly pedestria streets, protected Class I and IV bike lanes, and lots of bike parking (includin bikes) included as part of this final project, and nice, big train cars that can su riders bringing on bikes, strollers, scooters, and wheelchairs. Please do not bad-faith residents who might have the time, money, and lawyers to try and heavy rail project our region deserves. I'm begging you not to let vocal naysa do not support transit overwhelm the project or subvert plans that will bene greatest number of Angelenos, many of whom are too busy working to be al for the things we need. Please build heavy rail with a stop at UCLA, as quickl possible.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Monorail - Beauty & Functionality for Los Angeles We've the chance to infus blend of style and functionality into our cityscape with a monorail. Its sleek a elevated design does not impede our beautiful views, but rather adds an aes appeal, fitting perfectly with LA's architectural identity. This modern and reli system would only enhance our city's already remarkable charm, while also critical solution to our transportation woes. Best regards,
	Email			No	12/8/2023 8:00	In Support of the Monorail: Retaining LA Ridership Loss of ridership and over budgets are issues plaguing our city's subway. The monorail, particularly whe consider Disney World's remarkable success with the model, has established an effective method of retaining and attracting riders. Our city stands to ben from such a reliable system, ensuring that our public investment in transport off while serving our community well. With hope,
	Email			No	12/8/2023 8:00	LA Needs a Safer Transportation Solution: Choose Monorail The declining s ridership in Los Angeles can be partly attributed to rising crime rates and lac Choosing a monorail system will alleviate these concerns by creating a safer, visible transportation alternative. Monorails provide the same connectivity b subways, with the added bonus of being less vulnerable to crime due to thei nature. Sincerely,
	Email			No	12/8/2023 8:00	Monorail: A Future-proof Investment for LA Imagine a Los Angeles where th transport system embodies the essence of our progressive city. The monora compared to our heavy rail and subway, is not only practical, but it's environ financial, and futuristic advantages make it an attractive proposition. As we legacy of our city, the monorail aligns perfectly with our ethos, so let's cham make it our choice for tomorrow! With sincerity,

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Reassessing Transit: Monorail vs. Failing Heavy Rail LA's: heavy rail systems v promised to carry 300,000 passengers a day, but the reality is they only carr Could a change in focus towards something as user-friendly and effective as system likely increase ridership and help our city reach its public transit goal would be the biggest boondoggle in history. Kind regards,
	Email			No	12/8/2023 8:00	**Time for Change in LA – no more subway I**n LA, we were promised a heavy that would serve 300,000 daily passengers, but 71,000 is all we've got. It's cl an urgent need for reassessment. As a longtime resident and advocate for p transportation in Los Angeles, I believe a monorail system, already successfu elsewhere, could be the answer to our problems. Best wishes,
	Email			No	12/8/2023 8:00	Eyeing a Better Future - Time for Change in LA's Subway LA had high hopes c system that would ferry 300,000 citizens every day. Instead, we are left with that serves less than a quarter of that. The disparity is glaring. As a concerne Angeleno, I've done some research and the success of monorails in other cit me to believe it would be a viable alternative for us. It's time to take this ser Sincerely,
	Email			No	12/8/2023 8:00	It's High Time for a Monorail in LA! As a passionate constituent and daily cor our city, I've observed and experienced the shortcomings of LA's subway sys painfully obvious that it's not meeting the promised ridership numbers. This me to believe we need a new strategy. Why not the monorail? It has been e successful elsewhere. It can undoubtedly help LA meet our public transit goa truly,
	Email			No	12/8/2023 8:00	Reimagining Public Transit: Monorail Over Subways From a projected 300,00 measly 71,000 daily riders, LA subways are underperforming. Might it be tim rethink our public transit system? A monorail system is a cost-effective and alternative that can handle high passenger volumes. Best regards,

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

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Trading Subways for Monorails As the subway system continues to fall signif short of its projected 300,000 daily users, it is clear that a different solution transport woes is required. Could the monorail be the much-needed alterna catalyzes ridership growth? Yours sincerely,
	Email			No	12/8/2023 8:00	Reevaluating LA's Transit: Monorail vs. Underperforming Heavy Rail What w to be a robust heavy rail system accommodating 300,000 passengers daily ir distressingly, dwindled to a mere 71,000. The enormous discrepancy has me wondering if a shift to a more user-friendly and effective system like the mo could help enhance ridership, thereby fulfilling our city's public transport asp It's high time we actively explored such alternatives.
	Email			No	12/8/2023 8:00	The High Cost of Failure: LA's Subway System Our subway was projected to b 300,000 passengers a day. The reality is deeply concerning - mere 71,000. Ke transit riders below ground is not only inconvenient but also costly. As some cares deeply about our city's future, I firmly believe we should reassess our perhaps the monorail is the solution we need. Best regards,
	Email			No	12/8/2023 8:00	LA's Unfulfilled Subway Promise: A Case for the Monorail Our city's subway s of disappointment – the promised potential of 300,000 daily riders has bare the 71,000 mark today. Add to this the substantial expenses we bear for ma an underutilized subway, as well as keeping our citizens out of sight, undergr time to reevaluate and consider superior alternatives like the monorail. Best
	Email			No	12/8/2023 8:00	Monorail: A Potential Solution for LA's Struggling Subway The reality of LA's system brings sorrow, far from the bustling hub of 300,000 daily riders we w promised. We're stalling at less than a quarter of that. With failing promises rising costs. Our subway no longer seems sustainable. Monorails, with their effectiveness elsewhere, could be the path forward. Yours sincerely,

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	A Monorail for LA: Redefining Our Subway System LA's subway system, far fr promised 300,000 daily riders, currently accommodates a mere 71,000. Add the high costs of upkeep and the inconvenience of having rider traffic under time for change. From success stories around the globe, the monorail has pr utility. Maybe it's time we took a leaf out of their book. Sincerely,
	Email			No	12/8/2023 8:00	Monorail Over Underperforming Subway!! The numbers speak volumes, and that LA's subway system carries far fewer passengers than promised indicate for new strategies. Could the monorail, an efficient and well-proven system, achieve the commuting goals we have for the city? Yours truly,
	Email			No	12/8/2023 8:00	Reimagining Public Transit: Monorail Over Subways From a projected 300,00 measly 70,000 daily riders, LA subways are underperforming. Might it be tim rethink our public transit system? A monorail system is a cost-effective and alternative that can handle high passenger volumes. Best regards,
	Email			No	12/8/2023 8:00	Unfulfilled Promises: It's Time for a Change – we want Monorail! The stark d in projected and actual subway ridership numbers in LA suggests that it's tim change. With the goal of better serving Los Angeles' transportation needs, I we consider the benefits of a monorail system. Respectfully,
	Email			No	12/8/2023 8:00	Facing the Reality: LA's Subway System Underperforms Los Angeles' subway only carrying less than a quarter of originally projected ridership. We need t reality and consider other options. A switch to a monorail system could just solution we need to improve transit in our city.
	Email			No	12/8/2023 8:00	We need Skyrail! As the subway system continues to fall significantly short o projected 300,000 daily users, it is clear that a different solution for LA's tran woes is required. Could the monorail be the much-needed alternative that c ridership growth? Yours sincerely,

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	The Future is Above: Monorail Advantages I write to you today to voice my s building a monorail system in Los Angeles, as opposed to focusing on heavy subway projects. The monorail is a time-tested mode of transportation with advantages in terms of affordability, speed of construction, and energy effici Additionally, the ridership figures of Disney World's monorail system demon potential for success.
	Email			No	12/8/2023 8:00	Subject: Monorail: A Faster Way to Build LA's Future I want to express my su developing a monorail system in place of the proposed subway. Monorail co is less intrusive, faster, and has a lower impact on the environment compare tunneling for heavy rail or subways. As the need for efficient public transit is time to choose the faster solution that will be up and running sooner. Best r
	Email			No	12/8/2023 8:00	Support the Monorail: Lower Costs for LA Taxpayers The Sepulveda Pass Sub be a massive financial burden on taxpayers compared to a monorail system. monorail construction being more cost-effective, it's only logical to reconsid rail and subway plans, which will cause significant issues with federal fundin monorail system would benefit Los Angeles in both the short and long-term compromising on quality or safety.
	Email			No	12/8/2023 8:00	Monorail: Connecting Angelenos Without Disruption One of the biggest adv monorail systems is their ability to integrate seamlessly with existing infrastr reducing the impact on local traffic and communities. In contrast, the propo subway under the Sepulveda Pass would cause significant disruption to resid businesses. For a smoother route to improved connectivity, let's choose the Warm regards,

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Email			No	12/8/2023 8:00	Monorail: Combining Capacity and Efficiency The monorail system boasts a carrying capacity in addition to its energy efficiency. With this system, we ca Los Angeles' growing population and commuting demands while reducing th environmental impact of transportation. Choosing the monorail instead of h subways is a sustainable choice for our city's future. All the best,
	Email			No	12/8/2023 8:00	Time for a Change: Evaluating LA's Subpar Subway Performance We were pr subway system that would service 300,000 passengers a day. Far from it, we daily ridership of only 71,000. Not only are we failing to meet the expectatio we're also spending heavily on an underperforming system. This points to a need for reassessment. The monorail system, with its proven efficiencies, co answer we've been searching for.
	Email			No	12/8/2023 8:00	Monorail - A Proven Solution for Los Angeles Disney World's monorail show significant ridership potential of monorail transportation. By choosing a tran mode with proven success, we can increase public confidence in a new Los A transit system, enticing more commuters to take advantage of its benefits a ultimately improving traffic conditions and air quality in our city.
	Website		91731	No	12/8/2023 12:18	It is critical that the project serve the main UCLA campus with high frequenc capacity service. To study either would waste taxpayer money. Other station also be situated in locations that support TOD and healthy neighborhoods (e next or within major highways where exposure to air and noise pollution is g Stations should focus on including HOUSING for PEOPLE not CARS. The new also include an integrated connection with the D Purple Line. In addition, the heavy rail option must be compatible with Metro's existing h lines. The new line should utilize the same size rolling stock as the Metro B a Thank you

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91411	No	12/8/2023 18:54	Any corridors should not have a dedicated street lane on Sepulveda or Van N Traffic in Sepulveda has deteriorated terribly since a dedicated bus lane was Please get rid of it. It would be worth it if we had a bus coming every five mi this is never going to happen.
	Website		90211	No	12/8/2023 19:06	The Sepulveda Line's heavy rail alternatives (4-6) are much better options fo future of UCLA students, San Fernando Valley residents, and overall system connectivity based on ridership projections, maximum capacity, and honest estimates. I'm sure other commenters have addressed the concerns about t bids so I'll refrain from repeating them here. However, I don't believe the m alternatives would be given real consideration if not for the lobbying and inf they wield which do not help the public at large. On a more personal note, I've been taking public transit exclusively since arr grad school at USC in 2016. I've worked in offices in Century City, Downtown Agoura Hills/Westlake Village, and El Segundo and have taken every Metro l many bus routes several times each. Having made the commute from Bever Agoura Hills via Koreatown, Hollywood, and the SFV, I know very well how m would be saved with a great heavy rail option through the Sepulveda Pass co the Valley and the Westside. I would personally prefer Alternative 4, but ple consider alternatives 1-3 as viable alternatives for this line which is crucial to term framework of LA public transportation.
	Website		91604	No	12/8/2023 21:30	Support a monorail system over the Sepulveda Pass.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91101	No	12/8/2023 22:16	Los Angeles' 405 is ensnarled by constant gridlock traffic, which directly dam regional economic activity and reduces the possible upward mobility of POC working class. In order for Los Angeles to have a successful and equitable world-class trans that actually pulls people of all economic backgrounds out of their cars, it is to build the Sepulveda Pass project so it not only meets the needs of today, also scale to meet the ridership and frequency demands of the next 100 yea subway alternatives 4, 5, and 6 are the only alignments that will do this. It is not enough to consider end-to-end trip travel times of the project alone rider lives on top of the Van Nuys station and works on top of the E line term station, they will at minimum have to walk, take a bus, or transfer to or from rail line before they reach their final destination, drastically increasing travel each transfer. The monorail alternatives don't "just add an extra 10 minutes directly reduce the frequency and speed at which riders can commute into t ultimately reducing how far they are able to travel and what opportunities th accept. I struggle to understand why the monorail alternatives 1, 2, and 3 continue t entertained by Metro, when those in Bel-Air pushing so suspiciously hard for never ride it. The working class who will actually ride and benefit from the p overwhelmingly support a subway alignment with a station at UCLA, so let's Please listen to what the overwhelming majority of people are demanding, a subway alternatives 4, 5, or 6. Los Angeles literally only has one chance to ge right, let's not mess this up and embarrass ourselves.
	Website		90404	No	12/8/2023 22:58	Alternative 4 is the best option, followed closely by Alternatives 5 and 6 only increased cost. No matter what, heavy rail must be chosen over monorail. A directly on UCLA's campus is essential, and alternatives 1 and 2 should not b considered for this reason. Additionally, Alternative 6 should be studied to fa automation like Alternatives 4 and 5.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Sierra Club, Angeles Chapter	90010	Merged Document	12/9/2023 0:20	Please see attached letter
	Website	Brentwood Glen Association	90049	Merged Document	12/9/2023 0:55	Please see attached letter
	Website		91352	No	12/9/2023 5:20	I support the heavy rail option! I also want bicycle facilities to make it easier riders to bring their bikes on the subway. I would like to see better transit improvements for the San Fernando Valley. This project will make it easier fo people to go to the Westside and to the beach.
	Website		91341	No	12/9/2023 5:25	Monorail options need to be dropped, along with option 4. Option 6 needs t modeled with a Sherman Way stop, as this would show superior ridership to options.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90069	Merged Document	12/9/2023 7:14	As a UCLA ladder faculty member who commutes by transit and by bicycle, I essential to have a high-capacity metro station on campus. Alternatives 1-3 a that. Their estimated ridership numbers pale in comparison to the heavy rail and the location of their stations would make transfer to UCLA unappealing. minute counts, and monorail would introduce a barrier that would not work of my colleagues and peers. With 48 000 daily commuters, most of whom ar precise demographic that is most likely to use transit, UCLA would most ben the STC, taking thousands of cars off the road. We need heavy rail - alternati These are the only alternatives with travel times and capacity high enough t UCLA. Consider the tens of thousands of commuters that arrive here only be 10am. Monorail is technically incapacious to satisfy our needs. To that effect, please find attached this letter from ladder faculty and staff o History Department, expressing our strong support for heavy rail (options 4- Recruitment for high-level positions for us, as well as hiring for staff has bee impacted by lack of a high-capacity transit option. We cannot recruit big nam most other cities in the world with top-ranking universities have good metro It is hard to convince people to come to Los Angeles when they have to drive We've already lost some big recruitment options because people find the re quality-of-life too high. It is also hard to recruit staff, especially as they have commute to work. I won't mention my students, as I'm sure you've gotten plenty of student fee will say that a station on campus that allows for easy transfer to the D line is This must be the same as other modern metro systems in the world, and mu space to grow. A monorail cannot do either. I would also highlight that becau business travel, UCLA would most benefit from any future extension of heav towards LAX. Monorail would not be able to serve that capacity either. Alongside my strong preference for heavy rail, I would also urge you to cons
	Website		91436	No	12/9/2023 7:43	I would recommend only the Heavy Rail Alternatives, specifically Alternative
	Website		91304	No	12/9/2023 7:59	Alternatives 4,5,6 please

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		91606	No	12/9/2023 8:00	It would behoove LA Metro and related government bodies to choose a plar only provides long-term value to LA residents of all socioeconomic backgrou does not concede the city to out elites. Come to your senses if you truly war to thrive. Choose Plans 4, 5 or 6.
	Website		90025	No	12/9/2023 9:53	LA desperately needs this project to succeed, and for it to succeed, the line r fast, have a high capacity, stop where people actually need it, and be afforda maintain and upgrade. Only the heavy rail options (alternatives 4-6) accomp The monorail has no advantages even on paper except that A) it has a suspic construction cost estimate and that B) it appeases the rich people in Bel Aire Sherman Oaks who somehow think that a monorail is less disruptive. "Advar unlikely to be true given that despite the fact that there is essentially no mo the world at the scale of this proposal and that the proposing contractor has track record at best. Meanwhile, "advantage" B is not remotely based on fac monorail would pose all the same right of way and "eyesore" issues as heavy surface level monorail would also not be guaranteed to be quieter than heav would certainly be louder than underground heavy rail). Moreover among th monorail options, only alternative 3 has the desperately needed direct conn Westwood, and it only accomplishes this via tunneling which negates any nc advantage while still keeping all the numerous disadvantages of monorail. H a tested technology that would easily integrate with the rest of metro's lines underground construction in alternatives 4-6 would also be less disruptive to and residents above. All of the heavy rail alternatives offer clear advantages monorail where it matters most: usability. To that end, alternative 6 is a goo and alternatives 4 and 5 are even better choices based on ridership projectio Alternatives 4 and 5 also have the secondary benefit of expanding the geogr coverage of rail which will help make more communities walkable. At the en day, any of the heavy rail options are far superior to the monorail options. I you not to let the few voices of people who don't care about transit drown o many voices who actually want to use this line.

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90242	No	12/9/2023 11:05	Please do what is right by the people you claim to serve and say NO to the m Please stand up to the bullying by a few wealthy homeowners and stand wit *masses* of people who will rely on this rail line for decades to come. Only heavy rail can deliver this project to be the world class transportation t corridor needs and that this city deserves. Two of the heavy rail options have almost double the projected ridership of monorail options, and from the proposals the heavy rail options have a lot m to grow than the monorail options do. That is a lot of people out of their car people being more connected, and a lot more revenue going into Metro's ac Also, how is the monorail going to handle the passenger demand when this eventually reaches LAX? Is Metro going to have to go back and re-do the ent northern half of the monorail for much more money than building it correctl There is no direct UCLA station in the monorail's plans, which is absolutely ri UCLA is one of the largest employers in the region, let alone masses of stude commute and even the casual visitors from around the country and even fro the world. It would be a travesty if so many people would be forced to trans some sort of dead-leg shuttle that adds wasted connection time to their jou Surely many of those potential riders would stick to driving by themselves in cars that are bad for the environment and bad for people's health. Heavy rai UCLA station directly on the premises would provide a much more enticing c its convenience and simplicity in the lack of a short and time-wasting forced Shouldn't Metro's goal be to get people to switch *to* public transport, if no the planet, then at least to make "a few" extra dollars for the bottom line th have to be begged from government? Staying with station locations, the monorail has stations in the middle of one busiest freeways in the country. Metro's current middle-of-freeway stations already noisy, polluted, and unpleasant experiences with no possibility of fu
	Website		90404	No	12/9/2023 15:18	Please use heavy rail! We need good solid long term solutions. Investing mo will benefit us so much more tomorrow. Thank you.
	Website		06752	No	12/9/2023 19:01	Please do this! I used to live in LA, and still visit nearly every month. Having a up to the Valley would allow me to skip the majority of driving I typically do, the planet!

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90027	No	12/10/2023 7:35	I support option 4 as the most cost effective combo of ridership and travel ti Secondarily I support options 5 and 6. I oppose any monorail option as too compromised, too unique (ie, not intere no economies of scale, etc) and too given to vendor lock-in.
	Email			No	12/10/2023 8:00	Since no one seems interested in correcting the misinformation and lies that continually puts out or obfuscates about the Sepulveda Transit Corridor Proj thought that its time to inform the public and government officials what the would be. See our Ad attached below. To be clear, our community has beer defensive since this project was announced--believe it or almost 10 years ag from Metro or any of their outside consultants consulted our community be proposed routes were drawn. There was zero community input--that is not h democracy is supposed to work. No one elected Metro to be an authoritaria despotic institution. It has become a furtive, inept, incompetent, fiscally irre organization with little to no oversight and very little accountability. It's not project--look at the gondola project to Dodger Stadium---keeping riders safe and trains---and there are others too numerous to mention---where Metro r decisions that infuriate the communities it is supposed to serve (and people actually thinking of putting them in charge of their own police force--really?- Turkeys advocating that Thanksgiving should be two days instead on one). N mention, they have never finished any major project on time or on budget in 20 years. On some level, our forefathers had the sense to throw the tea in th Since none of us can lift locomotives, it might be easier to get outside oversi completely revamp this organization. What made America great--was its des innovate--challenge old ideas---push the envelope---and invent the future. 20 years, think of all the innovations our society has benefitted from--the te evolved to a computer in our pocket--electric cars---broadband--streaming s medical advances that have cured illnesses and increased longevity with mo -online shopping. Metro is impervious to the future--and drags out old tired, inefficient solutions as answers to our future--and then provides misleading inaccurate surveys to advance their narrative (the fact is the monorail can ca people per hour than any of the underground solutions--but Metro does not

Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website		90025	No	12/10/2023 20:52	This is a once in a century opportunity to put in a high throughput heavy rail connection between the valley and the rest of the city. The subway options, particularly with a crucial underground connection at UCLA, will have ridersh expansion capacity, and the power of transit-oriented development that put monorail option to shame and will pay dividends for generations. Please kee courage even in the face of isolated NIMBY opposition and connect the valle UCLA, all the way to the new purple line extension.
	Website		90014	No	12/11/2023 0:49	The projected ridership numbers have made it more than clear that one of t rail alternatives, with a direct stop at UCLA, is the clear path forward for this line. Either Alternatives 4, 5, or 6 are the only serious options that will delive ridership, travel time, and functional station locations that will best serve th of the city that will use these lines. Specifically, Alternative 6 (completely un is the best long-term investment.

Appendix C

In-Person Community Meeting House Boards

Appendix C.1
Welcome Board
Appendix C.2
Community Open House Guidelines
Appendix C.3
Alternatives Map
Appendix C.4
Project Area Map
Appendix C.5
Public Input Board

Welcome Board

Appendix C.1

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Community Open House Guidelines

Appendix C.2

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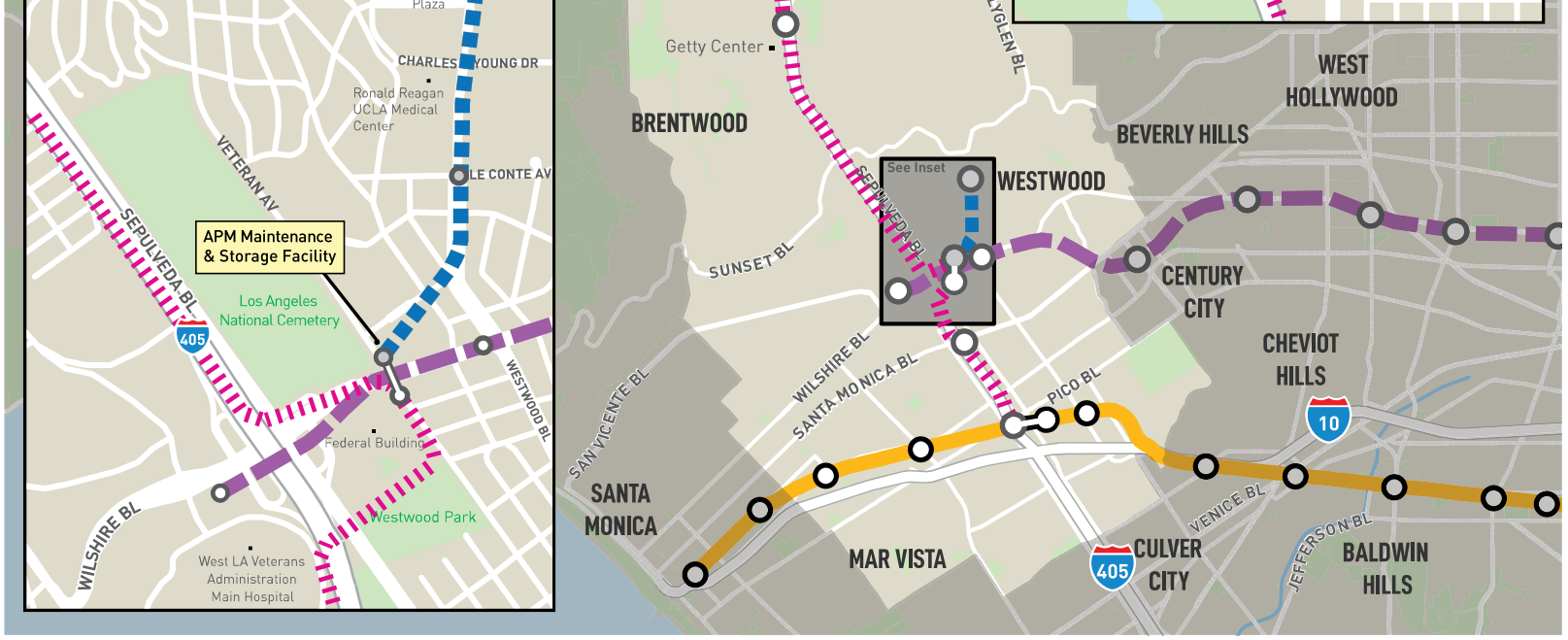
Alternatives Map

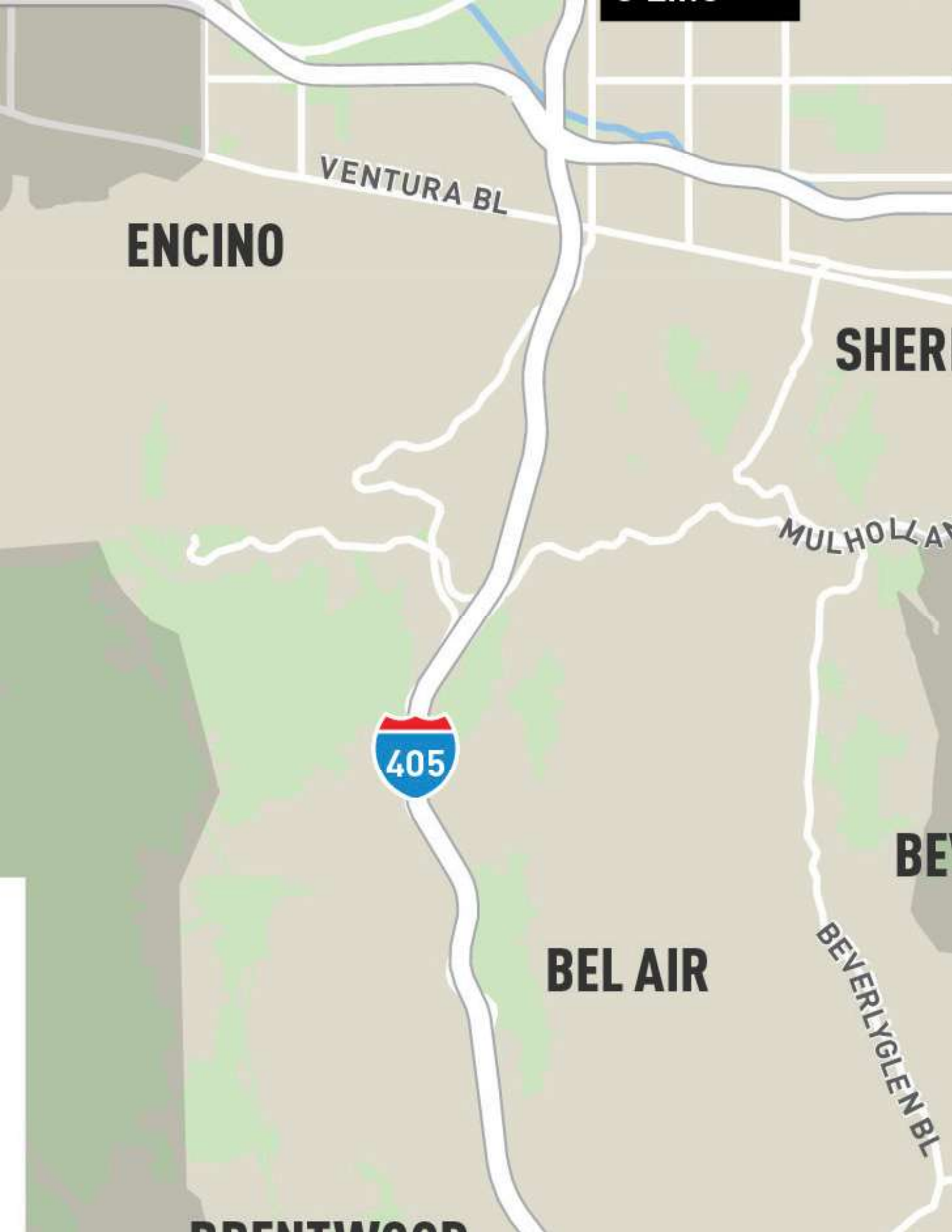
Appendix C.3



ALTERNATIVE 5 – HEAVY RAIL

Project Area Map

Appendix C.4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BEVERLYGLEN BL

Project Input Board

Appendix C.5

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Appendix D

Earned Media

Appendix D.1

Earned Media

Earned Media

Appendix D.1

View this email in your browser

WSSM EMAIL BLAST
December 4, 2023

In this email blast:

1) MEETINGS:

- **1A) WSSM Board Meeting 12/5, 7 pm via Zoom**
- **1B) WNC December Board meeting cancelled**
- **1C) PlancheckNC – 12/9, 10 am**

2) COMMUNITY NEWS

- **2A) WSSM Annual Meeting big success!**
- **2B) WLAPD Holiday Toy Drive – Donate now**
- **2C) Metro Congestion Pricing Survey – Reply by 12/31**
- **2D) WLA Homeless Winter Clothing Drive**
- **2E) Metro Sepulveda Corridor Survey – Reply by 12/8**
- **2F) WSSM Losing our storage garage! Space needed.**

3) ACTION ALERT

- **3A) Send email message to Mayor and CM re: R1 density**
- **3B) Oppose approval of Metro TCN Digital Billboard Plan**
- **3C) Pico/Midvale Interim Housing project update**

4) COMMUNITY EVENTS

- **4A) SM College Holiday Glass Sale- 10/10, 10-4**
- **4B) SM College Holiday Art Sale- 12/15-17**

5) WSSM CONTACT INFO

****

1. MEETINGS

1A) WSSM Board Meeting-Tuesday, Dec. 5, 7 pm via Zoom: To view and/or to participate in the meeting, use the following information:

Join Zoom Meeting
https://us02web.zoom.us/j/83924050944
Meeting ID: 839 2405 0944
One tap mobile:
+16694449171,,83924050944# US
+16699009128,,83924050944# US (San Jose)
Dial by your location: • +1 669 444 9171 US • +1 669 900 9128 US (San Jose)
• +1 253 205 0468 US • +1 253 215 8782 US (Tacoma)
Meeting ID: 839 2405 0944

1B) WNC December Board meeting cancelled

1C) PlancheckNC – 12/9, 10 am
For details of agenda items, go to plancheckncla.com
To Join Zoom Meeting: https://us02web.zoom.us/j/87279383147
Meeting ID: 872 7938 3147
One tap mobile:
+16699009128,,87279383147# US (San Jose)
Dial by your location: +1 669 900 9128 US (San Jose)
Meeting ID: 872 7938 3147

****

2. COMMUNITY NEWS

2A) WSSM ANNUAL MEETING: Thank you to all who attended the recent November 14th WSSM Annual Meeting at St. Timothy's Church. It was good to return to our in-person annual meeting that brings together neighbors with community leaders to share information, break bread with one another (in this case, empenadas), and to have the opportunity to ask questions about current issues and concerns.

The PowerPoint presentation by Maria and Jeff Kalban, founders of United Neighbors was especially enlightening and provided all with an understanding about how density can be introduced into our community WITHOUT sacrificing the single family neighborhood and homes that define much of our community. They showed how the placement of new density on commercial corridors and the adaptive reuse of office and retail space no longer viable for their original uses would provide ample land to address the City's housing needs.

Of great interest, their talk showed how the City is ALREADY zoned to meet the State's ambitious housing goals assigned to the City of Los Angeles under the State's RHNA (Regional Housing Needs Assessment) program without rezoning our neighborhood or any other. However, the Planning Department appears committed to remapping / rezoning large areas of the City to demonstrate that LA is meeting the goal of creating over 450,000 new housing units over the current eight-year housing cycle. (Of course, cities do not build housing; they can only zone to incentivize developers to do so.)

Because the City has identified the WSSM areas and many parts of the Westside as a "high opportunity" or "high resource" area, it appears that there will be targeted zoning programs that seek to place.

Unfortunately, our LAPD SLO Bellasteros was in a car accident on his way to the meeting and as he was not able to interact with our folks has offered to plan to meet with us on another date in the future. Likewise, Councilmember Yaroslavsky took ill the afternoon of our meeting and was unable to attend. She has offered to work with the Board to plan a meeting so that our members have the opportunity to meet with her. Stay tuned for a community meeting with the Councilmember after the New Year.

If you have comments and/or suggestions for our Annual Meeting committee as we review how the meeting went that planners of next year's meeting should have, please let us know: info@wssmhoa.org **Subject "Annual Meeting."**

We will be reviewing membership forms and sign in sheets from the meeting to update our email blast mailing list and to compile a list of those who would like to volunteer and have indicated interest in getting more involved. We are looking forward to getting in contact with all those who are interested to identify the next step to matching

our neighbors with projects or tasks that enhance our community. There are many issues and items on our "to do" list that can well benefit from some added hands and hearts.

2B) WLAPD Holiday Toy Drive: You are invited to contribute new unwrapped toys for kids from 8-12 in this annual holiday toy drive. The LAPD invites needy children to a one-day event where those attending have the opportunity to select a toy from those donated. Many families involve their own children in shopping for a toy to be donated to help share the example of the spirit of sharing and giving.

Toys may be dropped off at the WLAPD station front lobby until Dec. 20th: 1663 Butler Avenue.
If unable to drop there, you may leave your toy in a box at 2001 Malcolm at the top of the ramp on the filing cabinet.

2c) Metro Traffic Reduction Study (TRS) Survey. Metro is proposing congestion pricing as a strategy to reduce traffic. They are inviting the public to participate in a brief survey to " help us understand what your priorities and concerns are about traffic." They are looking at implementing congestion pricing through the Sepulveda and Cahuenga Passes, on the 10/Santa Monica Freeway and/or within Downtown LA. The proposed program is called a Traffic Reduction program (not congestion pricing) and is "looking at how we can manage demand to reduce traffic through congestion pricing, and make it easier for everyone to travel, regardless of how they choose to travel."

The survey will remain open until December 31, 2023. Access the survey here **(**https://survey123.arcgis.com/share/b27e5f788140449596cfaaa1d4becced**).**

2D) West LA Homeless is sponsoring a Winter Clothing Drive for the homeless and are inviting donations of new or gently used coats, sweaters, gloves, scarves, etc. For local drop-off and pick-up info, call or text them at 424-256-8002 or email at info@WLAH.info

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2E) Metro Sepulveda Transit Corridor Project (Survey) wants to hear from the public by Dec. 8th regarding the options under consideration for the proposed Sepulveda Pass transit project that will connect the San Fernando Valley with the Westside (and eventually beyond).

Background info in available: The recording of the Nov. 1 virtual meeting is available here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives being considered. The Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet are also available.

2F) WSSM NEEDS STORAGE SPACE!
The property where WSSM has been renting a garage for storage has been sold and is being renovated. We are on the search for a new space for storage of records, supplies and materials.

If you can help in this search please let us know. We must be out by the end of the year.
Contact: info@wssmhoa.org Subject: "SPACE"
****

3. ACTION ALERT

3A) SEND EMAIL MESSAGE TO MAYOR BASS AND COUNCILMEMBER YAROSLAVSKY related to proposed upzoning of residential areas being considered by the City to increase development/density in single family zoned neighborhoods.

Send to: karen.bass@lacity.org **and**
councilmember.yaroslavsky@lactiy.org
cc: info@wssmhoa.org

Please personalize your message in some way so that it does not look like a form letter as you copy the text below:

In the United Neighbors October 2nd letter, communities across the city, including our Westwood South HOA, asked for your support to remove three rezoning overlays that would permit apartments to be built in our single-family neighborhoods. We understand that the Planning Department has now eliminated two of those three overlays.

Thank you for acknowledging the concerns raised and for your help.

Now we need your support to eliminate the final overlay (Opportunity Residential Corridors), which also unnecessarily densifies single-family neighborhoods. As has been demonstrated in detail, each area of Los Angeles has abundant zoning opportunities on its commercial corridors, public lands, and through adaptive reuse – enough, in fact, to exceed the State's housing mandate by three-fold without rezoning our neighborhoods beyond what SB9 and ADU laws allow.

In addition, we ask that all three of the overlays be eliminated from both the Housing Element and our Community Plan Updates. This would give residents assurances that rezoning our single-family neighborhoods will not continue to be an ongoing battle with the City.

We stand with you as you and as all Angelenos face the challenges of homelessness and housing affordability, but we need you to stand up for our single-family neighborhoods and the families that live in them.

Respectfully,

Westwood South of Santa Monica Blvd. HOA resident
United Neighbors supporting organization

3B) Metro Digital Billboard Advertising Program ("TCN") to be considered by Council PLUM's Committee and full Council likely the week of December 4. PLUM has scheduled the approval of the program for its 12/5 meeting and it is currently scheduled for a full Council vote on Dec. 5th.

WSSM strongly opposes this program that will place over 75 distracting, dangerous and unsightly digital billboards across the city on city streets and busy freeways. Two two-sided digital billboards each 95 feet above grade are planned for the 405 just south of the interchange with the Santa Monica/10 freeway in a location where merging traffic is already a challenge. Other signs are to be placed on streets located on the city's High Injury Network of streets.

The Metro program requires City approval and participation to move

forward. Please consider submitting a message of opposition to the City Council File. You may enter your comment here:
https://cityclerk.lacity.org/publiccomment/?cfnumber=22-0392

3C) Midvale/Pico Interim Homeless Housing Project: Citizen and board action to support alternative sites in the area and to oppose the interim homeless housing project at Midvale and Pico continue. A detailed message as to current legal actions being taken by Fix the City and community efforts on behalf of the Sepulveda and Cotner options will be sent out shortly.

Neighbors of Midvale/Pico have organized a free-standing group of their own on which four WSSM Board members participate. The group invites community members to request one of their yard signs and sign ups to support their effort. Contact:
www.stopmidvalepico.org

****

4) COMMUNITY EVENTS

4A) Santa Monica College Holiday Glass Sale- 10/10, 10-4
Simon Meadow, Sunset at Temescal, Pacific Palisades

4B) Santa Monica College 45th Annual Holiday Art Sale- 12/15-17
12/15 and 16, 10 am – 8 pm
12/17, 12 noon to 5pm
Barrett Gallery Performing Arts Center, 11th and SM Blvd. Free parking.

****

5) WSSM CONTACT INFORMATION

This email blast is a service of Westwood South of Santa Monica Blvd. Homeowners Association (WSSM), a non-profit organization incorporated in 1971. We represent single family and condominium homeowners in the area between Santa Monica and Pico Blvds. on the north and south, and from Beverly Glen through Sepulveda Blvds. on the east and west. We welcome and invite your

participation, comments, feedback and suggestions.

You Are Invited …
***To let us know your concerns about our community, and your ideas about how we might work to improve it**
***To become involved in our Association.**
To attend our monthly Board Meetings

***Board Meetings are currently being held via ZOOM and are on the first Tuesday of each month at 7:00 pm. THE NEXT IN PERSON BOARD MEETING date is yet to be determined as we do not have access to our meeting room at this time.**

PLEASE SEND IN YOUR DUES NOW! We invite your active membership and participation in WSSM and request your dues contribution to support our work. We normally collect dues at our Annual Meeting, but with the postponement, that was not the case this spring. Annual dues are $35. With your dues payment, please include your: name, address, email address and any specific concerns and/or volunteer interests you may have. Also include any change in email contact info—including your old and new email addresses.

You may also pay your dues via PayPal from our website. Go to: *https://wssmhoa.org/join/become-a-member/*

Please make your $35 check out to: Westwood South of Santa Monica Blvd. HOA (not "WSSM"). We welcome donations in addition to annual dues but please know that as a 501 (c)(4) non-profit organization (a "mutual benefit" association, not a 501 (c)(3) organization), donations are not tax-deductible. If you have paid your dues, thank you!

Westwood South of Santa Monica Blvd.
Homeowner's Association
VISIT OUR WEBSITE:
https://wssmhoa.org
Contact us by writing to:
info@wssmhoa.org

COUNCILWOMAN

KATY YAROSLAVSKY

LOS ANGELES COUNCIL DISTRICT 5

This has been a devastating week for so many in our district. Many of us have close ties to people in harm's way. The pain has touched every single one of us and it is immense. Communities across Council District 5 and the broader City have come together to speak out against terrorism and pray for a quick resolution to the violence.

On Tuesday, I joined Councilmember Bob Blumenfield, members of the City Council, and Jewish leaders for a press conference denouncing the violence. You can watch the full press conference here.

I also know that many across the district are fearful of what this volatile time could mean for your and your loved ones' safety. I want to assure you that my team and I are working closely with LAPD and community-based organizations to ensure the safety of all religious and cultural institutions across Council District 5.

LAPD is likewise coordinating with other law enforcement agencies in the region, and has directed all available resources to add extra patrols and increase visibility around houses of worship and other sensitive-use locations such as schools and daycares.

These are important and necessary precautions we must take, and we will continue to do so as long as necessary.

Community Resources

INITIATIVES YOU SHOULD KNOW ABOUT

Sepulveda Transit Corridor Community Update Meetings

Join LA Metro for an upcoming community meeting on the Sepulveda Transit Corridor. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects in English and Spanish. Both in-person meetings will offer the same information; please attend the meeting that best suits your schedule. The presentation will begin 30 minutes after the start times listed below.

Tuesday, October 24, 2023
5:30pm-8pm
Westwood United Methodist Church
10497 Wilshire Bl,
Los Angeles, CA 90024

Saturday, October 28, 2023
10am-12:30pm
Marvin Braude Constituent Center
6262 Van Nuys Bl,
Los Angeles, CA 91401

You can also join us virtually to view a presentation on updates on the I-405 Sepulveda Pass ExpressLanes project. These meetings will include a Q&A session and will offer Spanish interpretation.

Monday, October 30, 2023
12pm
Zoom Link: https://tinyurl.com/405EXP-1
Webinar ID: 899 7243 490

Wednesday, November 8, 2023
6pm
Zoom Link: https://tinyurl.com/405EXP-2
Webinar ID: 852 4516 8735

Los Ageles Walks - 10/17/23

Los Angeles Walks
@LosAngelesWalks

Follow

Ever been stuck in traffic & congestion on the Sepulveda pass? 🚗🚙🚗

Some news, @metrolosangeles is hosting online and in-person meetings to improve access between the Valley & the Westside. You can find the meeting dates and how to join here: tinyurl.com/3kk7kpf7

12:35 PM · Oct 17, 2023 · **8,613** Views

4 13 53 4

Culver City Observer -

Español Reminder: Sepulveda Transit Corridor Update Tonight

Join us tonight for an update on the Sepulveda Transit Corridor Project. Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area.

Each in-person meeting will include a formal presentation by the Sepulveda Transit Corridor focused on travel times and boardings for the six alternatives followed by a Q&A session. The meetings will also feature an open house with information about the Traffic Reduction Study and I-405 Sepulveda Pass ExpressLanes.

In-person Community Meetings

Tuesday, October 24, 2023

5:30-8pm

Westwood

Via Transit:

Metro Bus Line 20 and LADOT bus lines 431 and 431B stop at the corner of Wilshire Bl and Warner Av.

Via Car:

Parking is available in the parking garage of the Belmont Village Senior Living (entrance off Wilshire Bl). Church parking is available on the second level and below.

Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions.

Drill Rig Truck

Stay Connected

metro.net/sepulvedacorridor/

Connect With Us

Culver City Observer

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Culver City, CA 90230
Ph: (310) 503-4145
publisher@culvercityobserver.com

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UCLA Transportation

NEWS, TRANSPORTATION

Metro hosts open house, presents Sepulveda Transit Corridor's alternatives

Pictured is the Metro open house at the Westwood United Methodist Church Tuesday. The meeting discussed the Sepulveda Transit Corridor and other Metro projects. (Joseph Jimenez/Photo editor)

By Matthew Royer
Oct. 26, 2023 7:39 p.m.

Correction: The original version of this article incorrectly stated that Brice Kennedy is a graduate student in public affairs. In fact, he is a graduate student in public policy.

This post was updated Oct. 26 at 11:00 p.m.

Students could travel from the San Fernando Valley to campus in around 12 minutes, according to Los Angeles Metro's Sepulveda Transit Corridor presentation Tuesday night.

Around 150 community members attended an open house at the Westwood United Methodist Church on Wilshire Boulevard for three of Metro's projects – the Sepulveda Transit Corridor, the addition of ExpressLanes on Interstate 405 and the Traffic Reduction

Study. The study, which is exploring implementing tolls in West L.A. to alleviate traffic, is undergoing its initial planning stages.

The open house included a formal presentation of travel times and specific boarding data for the Sepulveda Transit Corridor's six alternatives, as well as an opportunity to ask questions.

While travel times varied, all six rail options offered potential riders travel times of 12 to 39 minutes from Van Nuys to a stop either directly off campus or in Gateway Plaza. The quickest proposal was Alternative 6, an underground heavy rail with a stop on campus with three entrances, which would take 12 minutes to travel to Van Nuys from UCLA. All heavy rail options projected at 16 minutes or less.

Alternatives 4 and 5 – automated underground heavy rails – were the two options with the highest average projected weekly ridership. Those options were both projected to be ridden by over 120,000 passengers, almost double the ridership of the aerial monorail alternatives.

Peter Carter, a Metro project manager, said during the presentation that any of the six options for the Sepulveda Transit Corridor would be better than traveling by car during peak rush hour traffic.

"Generally, we can see improvements, benefits to those travel times by rail, and certainly an improvement in reliability with the rail options not having to compete in traffic," Carter said.

Metro developed the ridership and travel time projections by analyzing the distribution of the region's population, employment and higher education enrollment, including at UCLA and community colleges, said Jody Litvak, Metro interim executive director for community relations.

Among the students in attendance were members of the Undergraduate Students Association Council's Facilities Commission. In April, the Facilities Commission announced Westwood Connected, a campaign for a heavy rail stop on campus in partnership with Streets For All, the Westwood Village Improvement Association and the North Westwood Neighborhood Council.

Michael Griffin, a member of the Facilities Commission's transit, equity and access committee, said he and his colleagues attended the open house to advocate for the

heavy rail options and to represent the opinions of students to Metro.

"UCLA has so many people – not just students, but faculty, community members and campus employees," Griffin said. "We as the Facilities Commission are advocating for Alternatives 4, 5 and 6, so that UCLA students in the future can have direct access to our Metro network."

Griffin, a second-year biology student, added that student opinions are essential to counterbalance the views of community members who may oppose the project. Both the Sherman Oaks Homeowners Association and the Bel-Air Association have announced their opposition to heavy rail due to the impacts of noise pollution, construction and potential tunneling beneath neighborhoods.

The open house was the first of three events to inform community members about travel times and boarding data. Metro will hold additional events Saturday and Wednesday in Van Nuys and online, respectively.

Litvak said it is important for Metro to share its new findings with the public and allow constituents to digest the new information and give further feedback, adding that the public's input is critical for deciding the future stages of projects.

"There's a number of things that go into what will comprise the recommendation that will go to the Metro Board of Directors to decide," Litvak said. "Some of it is the technical information, but public feedback is also a big part of it."

Metro collected the information presented to the public as part of the environmental review process, Carter said during the presentation. He added that once this stage – the development of technical studies – is completed, Metro will release an environmental impact for public review and share its opinions before the Metro board identifies which alternative to move forward with.

Brice Kennedy, a graduate student in public policy, said he commutes to UCLA and the San Fernando Valley using the I-405, adding that while he wants Metro to build a heavy rail stop on campus, he believes the data presented also points directly to heavy rail as the best alternative for the future.

"It just seems like a no-brainer," Kennedy said.

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Matthew Royer | News and Sports senior staff

Royer is a senior staff reporter for the News and Sports sections of the Bruin. He was previously the 2022-2023 assistant News editor for the city and crime beat.

COMMENTS

NEWS • News

Metro says subway will move people between Valley and Westside faster than monorail

New data shows a subway under Sepulveda Pass will be quick, offer a UCLA stop and carry more riders

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SAVE NOW

By **STEVE SCAUZILLO** | sscauzillo@scng.com | Daily News
PUBLISHED: November 6, 2023 at 7:15 a.m. | UPDATED: November 14, 2023 at 3:44 p.m.

Traveling from Van Nuys to UCLA on an underground subway would take about 12 minutes, compared to a ride on an aerial monorail that would take more than twice as long, according to new data released by LA Metro regarding its proposed Sepulveda Transit Corridor Project.

The data also showed that of six options, the underground subway — outlined as alternatives 4 to 6 — would carry a maximum of about 120,000 weekday boardings, much more than the monorail alternatives numbered 1 to 3.

An underground rail would carry nearly twice as many riders as two of the monorail options, mostly because two of the three monorail options would not include stations at UCLA, a prime destination that is projected to be the busiest station. Instead, the first two monorail alternatives require transfers to get to UCLA, one to a shuttle bus and the other to an automated people mover, adding travel time and reducing ridership, Metro reported.

The data was released last week in presentations focused on the six alternatives under consideration for the first rail transit to connect the San Fernando Valley with the Westside, to be built either over or under the Santa Monica Mountains as an alternative to the busy 405 Freeway.

On the table at presentations held in Westwood and online by LA Metro were six configurations, with Alternatives 1 to 3 mostly monorail, and Alternatives 4 to 6 heavy rail. The six alternatives are:

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Alternative 3: (16.2 miles) Monorail with aerial alignment on 405 corridor and underground alignment between Getty Center and Wilshire Boulevard. This would allow for an underground station at UCLA.

Alternative 4: (14 miles) Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley, with four aerial stations.

Alternative 5: (14 miles) Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley.

Alternative 6: (12.6 miles) Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive.

Travel time and boarding projections are part of environmental impact reports which are scheduled for completion sometime in 2025. Ultimately, the LA Metro Board will determine the preferred alternative, route, station alignments — and updated cost estimates. Completion is estimated between 2033-2035, according to Metro.

With new data in hand, Metro emphasized the importance of travel time in getting people to switch from driving to public transit. "A successful transit system attracts high ridership because it moves people faster and more reliably so they can go about their lives with greater opportunities and more time to do so," read the Metro staff presentation.

All six options would move people from the Van Nuys Metrolink Station to UCLA Gateway Plaza in 12 to 39 minutes and 31 to 48 minutes from Van Nuys to the E (Expo) Line in Santa Monica. Travel time when starting from the G (Orange) Line in Reseda to UCLA would take 23 to 46 minutes.

No matter which alternative is chosen, their times compare favorably to driving times, which range from 40 to 90 minutes when driving from Van Nuys to UCLA, and 45 to 100 minutes when driving from Van Nuys to Santa Monica during peak morning hours, Metro reported.

Shorter travel times are underscored by reliability, meaning that commuters,

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“Driving is challenging and stressful. All things can happen,” he said. “But with alternatives 4, 5, and 6 (subway rail) having travel times under 20 minutes — some at 12 and 15 minutes — it’s a benefit that isn’t obvious.” Travel times on the monorail from Van Nuys to UCLA range from 24 to 39 minutes, Metro reported.

He wasn’t surprised that the subway alternatives would be faster, since they would be built directly between the Valley and the Westside, while the monorail option would follow the arc of the 405 Freeway. And the monorail proposal includes transfers to UCLA, adding to the trip times, he said.

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In agreements signed with LA Metro, the monorail concept planned by LA SkyRail Express, with an aerial line built on the 405 Freeway median and most stations located on the freeway's shoulder, was projected to cost $6.1 billion. Proponents say it can be built faster and cheaper than the subway.

Bob Anderson, a member and board chair of the Sherman Oaks Homeowners Association (SOHA) transportation committee, said Metro could build the monorail using the $7.5 billion put aside by Metro for the project. He estimated that the other option, an underground subway rail, would really cost upward of $25 billion and that Metro would not have the money to complete it. Metro has not released new cost figures.

"You shouldn't be building something you can't afford," he said on Thursday, Nov. 2. The SOHA and the Bel-Air Association are opposed to the underground subway, saying tunneling could damage homes. Instead, these two groups prefer the monorail option.

Anderson also criticized the ridership and travel time estimates put out by Metro. "To me these numbers are more Metro deceit," Anderson said.

Sepulveda Transit Corridor Partners, including Bechtel Development Company, Meridiam Infrastructure and American Triple I Partners, put the cost of their subway project at $10.8 billion. STCP says its project, either alternatives 4 and 5, would provide the fastest and greenest option, easing congestion on the 405 Freeway and reducing pollution.

The heavy rail alternative is supported by the UCLA Undergraduate Student Association Council and Graduate Student Association, which represent over 45,000 students. "We firmly believe heavy rail is the only alternative that works for UCLA's students, faculty and the greater Los Angeles community," wrote Evan Curran, a USAC facilities commissioner, in an emailed response.

Streets For All, Sierra Club, Climate Resolve, LA Forward and other nonprofit groups support the heavy rail option and oppose the monorail.

UCLA is fourth-largest employer in Los Angeles County, with about 80,000 people on campus every day, Karwaski said.

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campaigns. Terming a traffic violence event an "accident" can "absolve the driver — and transportation decision-makers — of any agency or responsibility."

"Crash not accident" has been adopted by various transportation agencies, media organizations, and others. This week it became L.A. City policy. It's a tiny step that does little on its own to change L.A.'s alarming traffic violence, but hopefully it can help foster a shift in people's attitudes.

Metro Projections show that Rail Makes Sense for Sepulveda

It's hard to believe that, in 2023, Metro is still somehow considering a mid-freeway monorail for its Sepulveda Transit Corridor project. It's one of those truly wretched non-starter ideas (like Metro MicroTransit and Metro illegally widening streets in front of stations) that this Streetsblog editor has difficulty writing about halfway objectively.

Metro's current mid-freeway stations are hellish, loud, polluted places. Even Metro calls them "what not to do when building a transit line... making the train hard to reach by sticking the tracks mostly in the middle of a busy, loud, smog-producing freeway." Just don't. Don't.

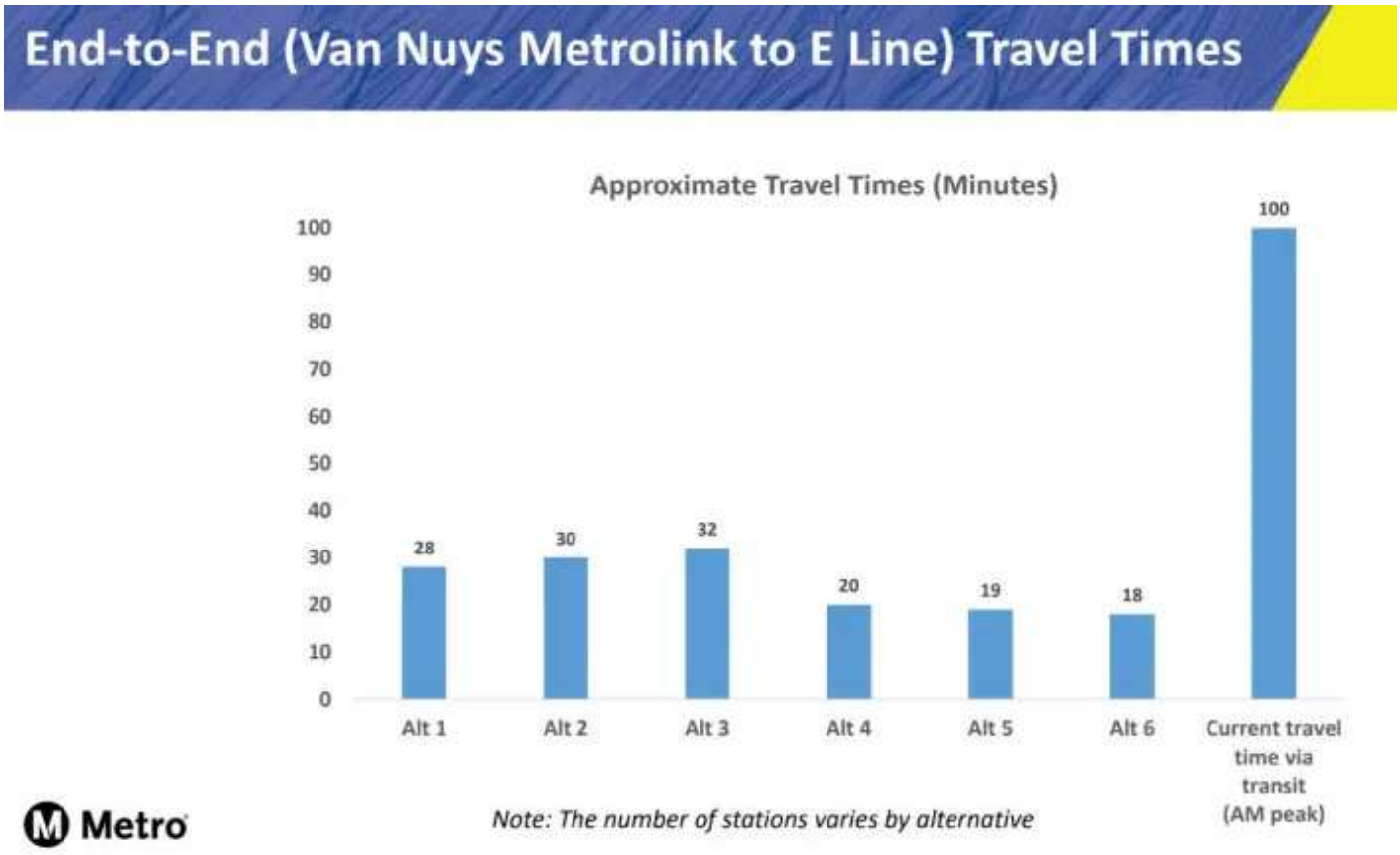
The mildly good news is that Metro's latest ridership projections should kill the monorail in its tracks, er, track. And if crappy ridership isn't enough, then market conditions and federal Buy America law could kill that zombie again and again.

Metro already shared monorail-damning travel time and ridership projections back in 2019. In the past couple weeks, Metro shared new refined projections that further confirm that, looking at ridership and travel time, heavy rail alternatives make more sense.

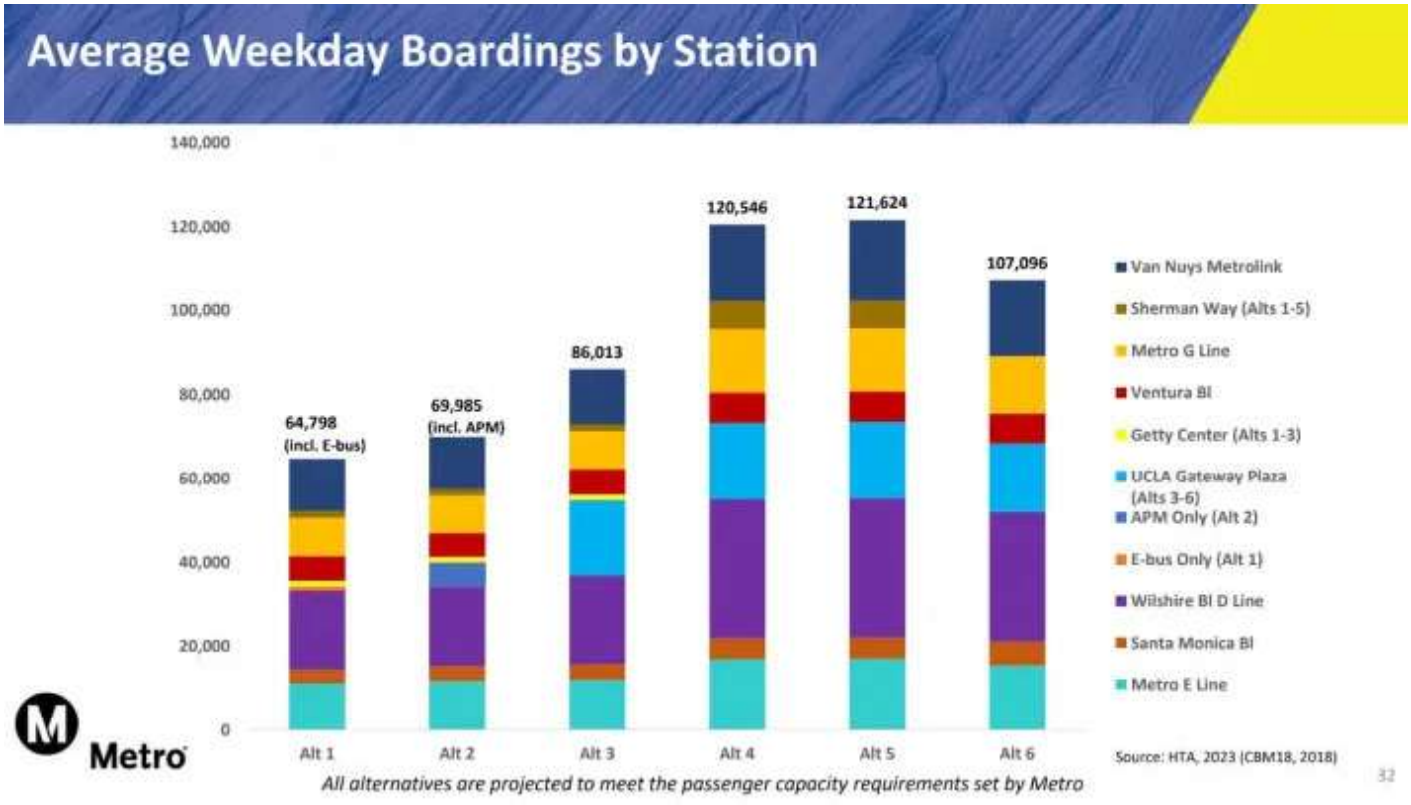
Metro's refined forecast shows a greater contrast between the modes. Anticipated monorail ridership is significantly lower (was 122,000 in 2019, now 65,000-86,000) while anticipated heavy rail ridership is just below earlier figures (was 126,000-137,000 in 2019, now 107,000-122,000).

Below are selected slides from Metro's latest Sepulveda Transit presentation:

Metro and its partners are studying six alignments. Alternatives 1-3 are public-private partnership freeway monorail, with varying dogleg strategies to connect to UCLA, albeit poorly. Alternatives 4 and 5 are public-private partnership automated heavy rail running fully underground (alternative 5) or mostly underground with an aerial portion in the Valley (alternative 4). Alternative 6 would be fully underground Metro heavy rail.

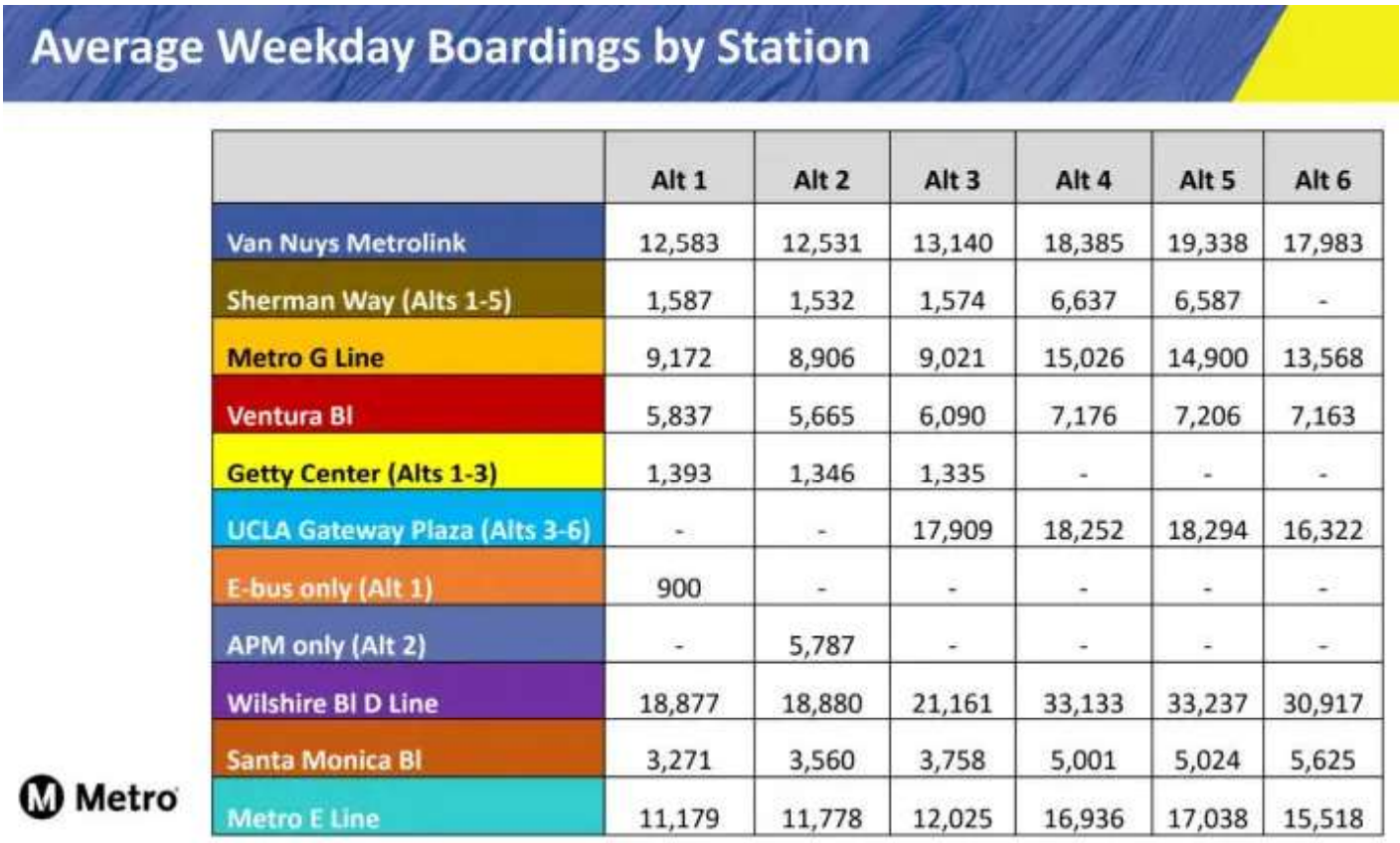


Similar to Metro's **2019 figures**, Metro again forecasts that underground heavy rail travels much faster than elevated monorail



Ridership projections show heavy rail would serve significantly more people. Of the heavy rail alternatives (4-6), Metro operated rail (Alt 6) would have slightly fewer riders (mainly due to less frequent service) compared to public-private

alternatives 4 and 5, which would be automated.



	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Van Nuys Metrolink	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alts 1-5)	1,587	1,532	1,574	6,637	6,587	-
Metro G Line	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alts 1-3)	1,393	1,346	1,335	-	-	-
UCLA Gateway Plaza (Alts 3-6)	-	-	17,909	18,252	18,294	16,322
E-bus only (Alt 1)	900	-	-	-	-	-
APM only (Alt 2)	-	5,787	-	-	-	-
Wilshire Bl D Line	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Metro E Line	11,179	11,778	12,025	16,936	17,038	15,518

Metro ridership projections by station

Other than being a markedly inferior product, there two other wrinkles that further doom Sepulveda monorail.

Current interest rates cast a doubt on the viability of any of the five public-private partnership alternatives (1-5). Much of the private profits were expected to be facilitated by low-cost financing that does not appear feasible right now. If Metro wants to proceed with any Sepulveda project in the near-term future (while current high interest rates continue), then standard Metro-operated heavy rail (alternative 6) appears to be most likely.

Lastly there are federal 'Buy America' laws that would largely prohibit federal funding going to a monorail project built by BYD, which is a Chinese company. Perhaps the monorail alternatives were never going to rely on federal money, though that might be difficult. Last month, the Metro board approved a motion by Supervisor Lindsey Horvath directing to Metro staff to analyze federal Build

America, Buy America Act impacts on future Metro infrastructure projects. Metro's evaluation, due in March 2024, could help clarify this issue, and its implications for Sepulveda Transit.

For a very good recap of recent Sepulveda Transit findings, see Metro says subway will move people between Valley and Westside faster than monorail by Steve Scauzillo at the Daily News.

Joe Linton @StreetsblogLA

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Comments

EDITORIALS, OPINION

LA Metro must implement Alternative 6 for Sepulveda Transit Corridor Project

By Editorial Board
Nov. 12, 2023 5:52 p.m.

This post was updated Nov. 12 at 8:20p.m.

Los Angeles is a city designed for automobiles.

Today, however, this car-centric city has the opportunity to design a world-class rapid public transit system. To do that, LA Metro needs to adopt Alternative 6 for the Sepulveda Transit Corridor Project.

The Sepulveda Transit Corridor Project is one of LA Metro's standing proposals to extend its rail line service across LA County. If successful, the new line along the Sepulveda Pass, from the San Fernando Valley to the Westside of LA, would connect an expanded Line with the G line and the E line.

The project's goal is to decrease traffic congestion on America's most notorious freeway, the Interstate 405. Using traffic volume data from 2011, the U.S. Department of Transportation's Federal Highway Administration categorized the I-405 as the "busiest interstate in any American city" with nearly 400,000 vehicles passing through each day. According to the Westside Regional Alliance Council's 2021 fact sheet, over 2,000 students and 7,000 staff members currently live in the San Fernando Valley and commute using the I-405.

As of now, six options are being considered for the project. The two questions are then whether or not the plan will move forward with a heavy rail or monorail – meaning underground or above ground, respectively – and whether or not there will be a direct station on campus.

In late 2021 and early 2022, Metro began holding public meetings for public input on the project's six alternatives. Beginning in late October, Metro hosted additional in-person and virtual meetings, including one at the Westwood United Methodist Church on Oct. 24. The most recent meetings unveiled new details on travel time and boarding logistics for each alternative plan.

Earlier this year, the Editorial Board made it clear that an entirely heavy rail that has a direct stop on campus is the best option to better serve not only Bruins but also the community at large. Now, the recent findings regarding the travel time and boarding logistics for the Sepulveda Transit Corridor reinforce our stance.

The only way the Sepulveda Transit Corridor could help mitigate traffic congestion and ensure travel efficiency between both the Westside and San Fernando Valley is if the project includes a combination of an underground heavy rail, direct transfers to the D, G and E lines, and a station at UCLA's Gateway Plaza.

Out of all the options that Metro has proposed, Alternative 6 is the best bet to fulfill these goals.

One of the biggest incentives regarding ridership on subway lines in dense urban settings is having a competitive alternative to automobiles. Alternative 6 is entirely heavy rail and has all stations underground starting from Van Nuys Metrolink to a direct station on campus at Gateway Plaza, making it the fastest, most viable subway line option to compete against motorists.

The current travel time from the Van Nuys Metrolink to UCLA during morning peak hours

The current travel time from the Van Nuys Metrolink to UCLA during morning peak hours ranges from 40 to 90 minutes. Alternative 6 would dramatically reduce that commute to only 12 minutes long.

Across the board, Alternative 6 reduces commute times tremendously for commuters also connecting to other lines such as the D line and E line. During peak hours, the trip from the Van Nuys Metrolink Station to Century City can be a commute of up to 1 hour and 25 minutes. Alternative 6 would cut that to around 22 minutes.

The commute from Van Nuys Metrolink Station to the E Line Downtown Santa Monica Station during peak hours can be 1 hour and 40 minutes. Alternative 6 would reduce that to about 31 minutes.

There is no doubt that there is a pressing need for substantial service improvement that emphasizes building faster and more connected lines for all Angelenos to drastically bolster ridership on Metro.

The Board believes that Alternative 6 is the option that Metro must choose if it wants to continue to increase its ridership and get Angelenos off the I-405.

Share this story: Facebook Twitter Reddit Email

Editorial Board

COMMENTS

Dear Friend,

This was a momentous week for the City of Los Angeles. Since the City adopted a district-based Council system nearly 100 years ago, the Councilmembers themselves have always had the last word over drawing their own districts

This week, for the first time in its history, the Los Angeles City Council has voted to take redistricting out of the hands of the Council and entrust it to a Commission that will be selected -- and carry out its work -- through a process that is transparent, inclusive, and entirely independent.

The recommendations of the Ad Hoc Committee on City Governance Reform will appear as a Charter Amendment on the November 2024 election ballot. When this charter amendment passes, we will finally have a process where the voters choose their Councilmembers, instead of the Councilmembers choosing their voters.

You can read about this and other events at City Hall, and in the Second District, in the stories below.

Very truly yours,

PAUL KREKORIAN

President, Los Angeles City Council

Council Adopts Redistricting Reform

For the first time since the onset of the COVID pandemic in 2020, all 15 members of the Los Angeles City Council were able to gather this week for a class picture, a City Hall tradition dating back many years.

"Responsible Hotels" Ordinance

The City Council has adopted an ordinance drafted by Council President Krekorian that would require developers of new hotel properties to replace any permanent housing lost in the process. The ordinance will also give communities more input in the approval process for new hotel construction and provide the City with new tools to prevent the use of short-term rentals as "party houses."

The ordinance creates a voluntary registry where hotel owners can make vacant rooms available as interim shelter if they choose. It replaces a ballot measure, similar in intent, sponsored by the hotel workers union, which was to appear on the March 2024 ballot. That ballot proposition, which would have compelled hotel owners to make vacant hotel rooms available as interim shelter for the unhoused, will now be withdrawn.

The ordinance requires new hotel developments to apply for a Conditional Use Permit, a public review process that will take community interests such as environment, traffic, housing, and public safety into account. The ordinance also provides for a permit for hotels and short-term rentals that can be revoked if the operator hosts criminal activity or creates a public nuisance. The Council has requested a report to determine if this permit should be issued by the police or by another City agency.

Council Votes Temporary Cap On Rent Increases

The City Council has enacted a temporary cap on rent increases for properties covered by the City's Rent Stabilization Ordinance (RSO). This limit will apply from February 1 through June 30, 2024. The allowable maximum rent increase during that period will be 4 percent if the landlord does not pay for gas and electricity. If the landlord pays for both gas and electricity, the allowable increase can be as high as 6 percent.

While both tenants and property owners dealt with rising costs for all other goods and services, no rent increases have been allowed on RSO units since the onset of the COVID pandemic in 2020. The 4 percent number is a compromise between the 7 percent increase many landlords were asking for, and the request of many tenants for a

an antidote for the incivility and isolation so many young people experience today.

To learn more about scouting, visit the WLACC at their **website**, or on **Facebook** or **Instagram**.

Sepulveda Transit Corridor Project

Although Metro has concluded in-person and virtual meetings focused on travel times and boardings for the six alternative plans for the Sepulveda Transit Corridor, Metro still wants to hear from you!

You are encouraged to **submit feedback no later than Dec. 8** by clicking **here**.

The recording of Metro's virtual meeting held on Nov. 1 is available **here**. The presentation can be found **here** and the **Station Location StoryMap** has been updated to include travel times between stations for all six alternatives. In addition, the **Frequently Asked Questions** (FAQ) has also been updated. The **Scoping Summary Report**, **Station Location Community Meeting Summary** and **project fact sheet** referenced during the meetings are also available.

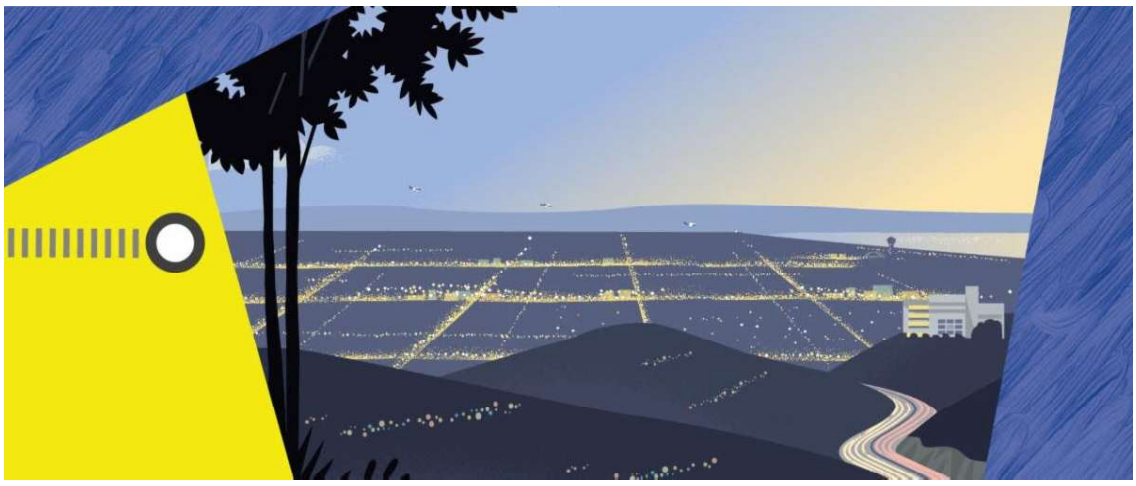
View this email in your browser

December 2023 Edition!

Happy holidays to our neighbors, your families, and your friends from the Palms NC!

This month, our committees covered topics including wildlife corridors, truck traffic on residential streets, and hotel worker wages. Want us to tackle a specific topic? Reach out on our website today.

The newsletter will be taking a holiday break next month, so please follow us on social media (bottom of the newsletter) to stay updated!

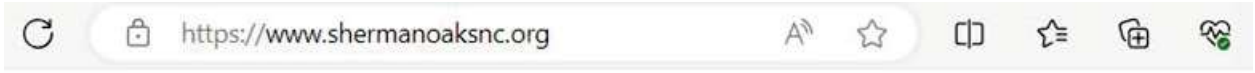


Metro wants your feedback on the Sepulveda Transit Corridor Project!

The Metro Source blog published a story earlier this week about recent community meetings here**!**

Submit feedback no later than **December 8** by clicking here**.**

The recording of the virtual meeting held on Nov. 1 is available here. The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meetings are also available.



December 2023 Newsletter

Posted on 12/04/2023

Click here to read SONC's monthly newsletter for December 2023. In it, we discuss updates regarding Metro's Sepulveda Transit Corridor Project and continued efforts with the Ethel development. Additionally, the Human Services Committee will sponsor the NoHo Home Allinace's annual holiday drive on December 16.

Our Board Meeting for December will take place on Monday, December 11.

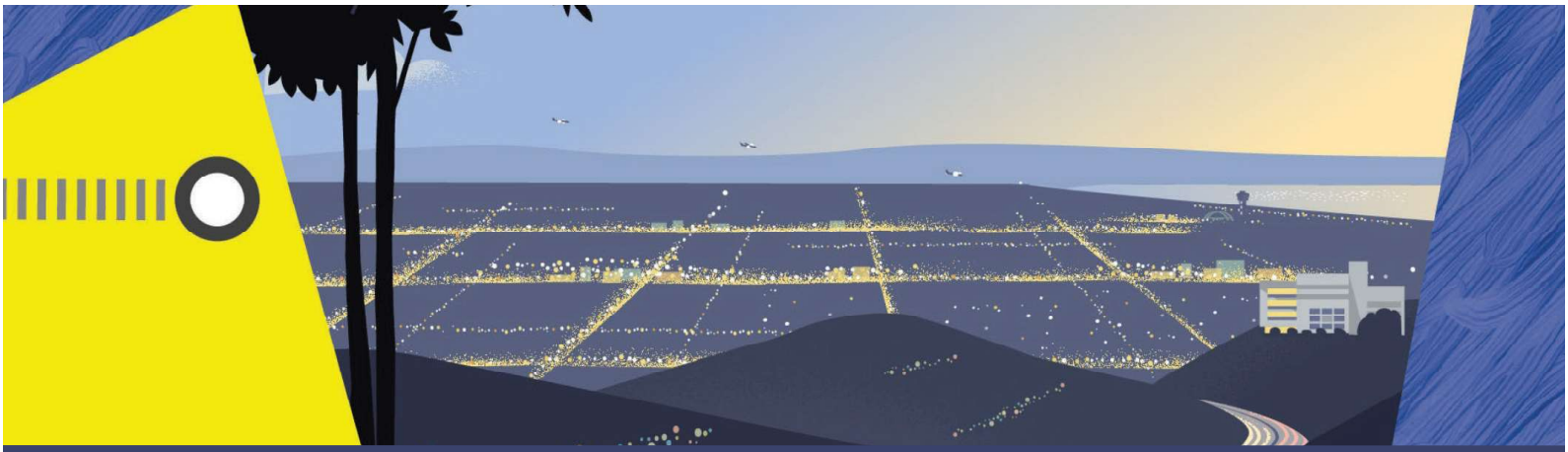
Appendix E

Notification

Appendix E.1
Community Meeting Flyer Notice
Appendix E.2
Door-to-door Notification Plan
Appendix E.3
Public Counter Map
Appendix E.4
Business Corridor Map
Appendix E.5
Eblasts

Community Meeting Flyer Notice

Appendix E.1



SEPULVEDA TRANSIT CORRIDOR PROJECT

Join Us for a Community Update

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The **Traffic Reduction Study**, **Sepulveda Transit Corridor**, and **I-405 Sepulveda Pass ExpressLanes Projects** are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

The Sepulveda Transit Corridor will focus on travel times and boardings for the six project alternatives. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects.

IN-PERSON COMMUNITY MEETINGS

Tuesday, October 24, 2023 - 5:30–8pm
Westwood United Methodist Church
10497 Wilshire Bl
Los Angeles, CA 90024

Saturday, October 28, 2023 - 10am–12:30pm
Marvin Braude Center
6262 Van Nuys Bl
Van Nuys, CA 91401

VIRTUAL COMMUNITY MEETING

Wednesday, November 1, 2023 - 5:30–7:30pm
Zoom Link: *bit.ly/SepulvedaNov1*
Call-in Number: 669.900.6833
Webinar ID: 828 7236 2799

Learn about the project and provide feedback at any time via *metro.net/sepulvedacorridor*.

All Metro meetings are accessible to persons with disabilities. Spanish interpretation will be provided. Other ADA accommodations and language requests available by calling 323.466.3876 at least 72 hours in advance.

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Contact us

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metro.net/sepulvedacorridor
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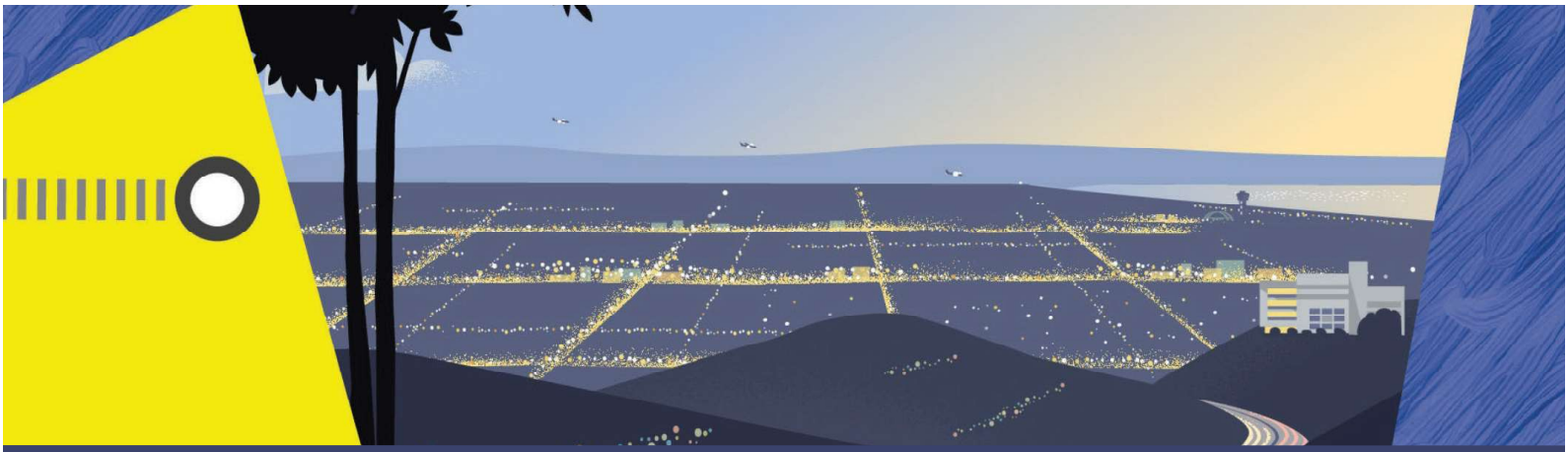

PROYECTO DEL CORREDOR DE TRANSPORTE SEPULVEDA

Acompáñenos para una actualización comunitaria

Metro tiene un plan para que sea más fácil moverse. La barrera natural creada por las montañas de Santa Mónica hace que viajar entre el Valley y el Westside sea complejo y desafiante, y requerirá innovación y múltiples soluciones.

Metro está llevando a cabo tres proyectos que ofrecen un enfoque integral y multimodal para abordar los viajes en el Sepulveda Pass y la sierra. **Los proyectos del Estudio de Reducción de Tráfico, el Corredor de Transporte de Sepúlveda y Carriles Exprés en la I-405 de Sepulveda** están en estudio y tienen información oportuna para compartir con las partes interesadas que viven cerca y viajan a través del área. Acompáñenos este otoño para reuniones en persona y en virtual.

El Corredor de Transporte de Sepulveda se concentrará en los tiempos de viaje y embarques para las seis alternativas del proyecto. Cada reunión en persona incluirá una presentación formal del Corredor de Transporte de Sepulveda, una sesión de preguntas y respuestas y una jornada de puertas abiertas con información sobre los tres proyectos.

REUNIONES COMUNITARIAS EN PERSONA

Martes, 24 de octubre de 2023 - 5:30–8pm
Westwood United Methodist Church
10497 Wilshire Bl
Los Angeles, CA 90024

Sábado, 28 de octubre de 2023 - 10am–12:30pm
Marvin Braude Center
6262 Van Nuys Bl
Van Nuys, CA 91401

REUNIÓN COMUNITARIA VIRTUAL

Miércoles, 1 de noviembre de 2023 - 5:30–7:30pm
Enlance de Zoom: *bit.ly/SepulvedaNov1*
Número telefónico: 669.900.6833
ID de Reunión: 828 7236 2799

Para más información sobre el proyecto y proporcionar comentarios en cualquier momento a través de *metro.net/sepulvedacorridor*.

Todas las reuniones de Metro son accesibles para personas con discapacidades. Se proporcionará interpretación en español. Otras adaptaciones de la ADA y solicitudes de idioma están disponibles llamando al 323.466.3876 con al menos 72 horas de anticipación.

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Door-to-Door Notification Map

Appendix E.2

Door to Door Notification

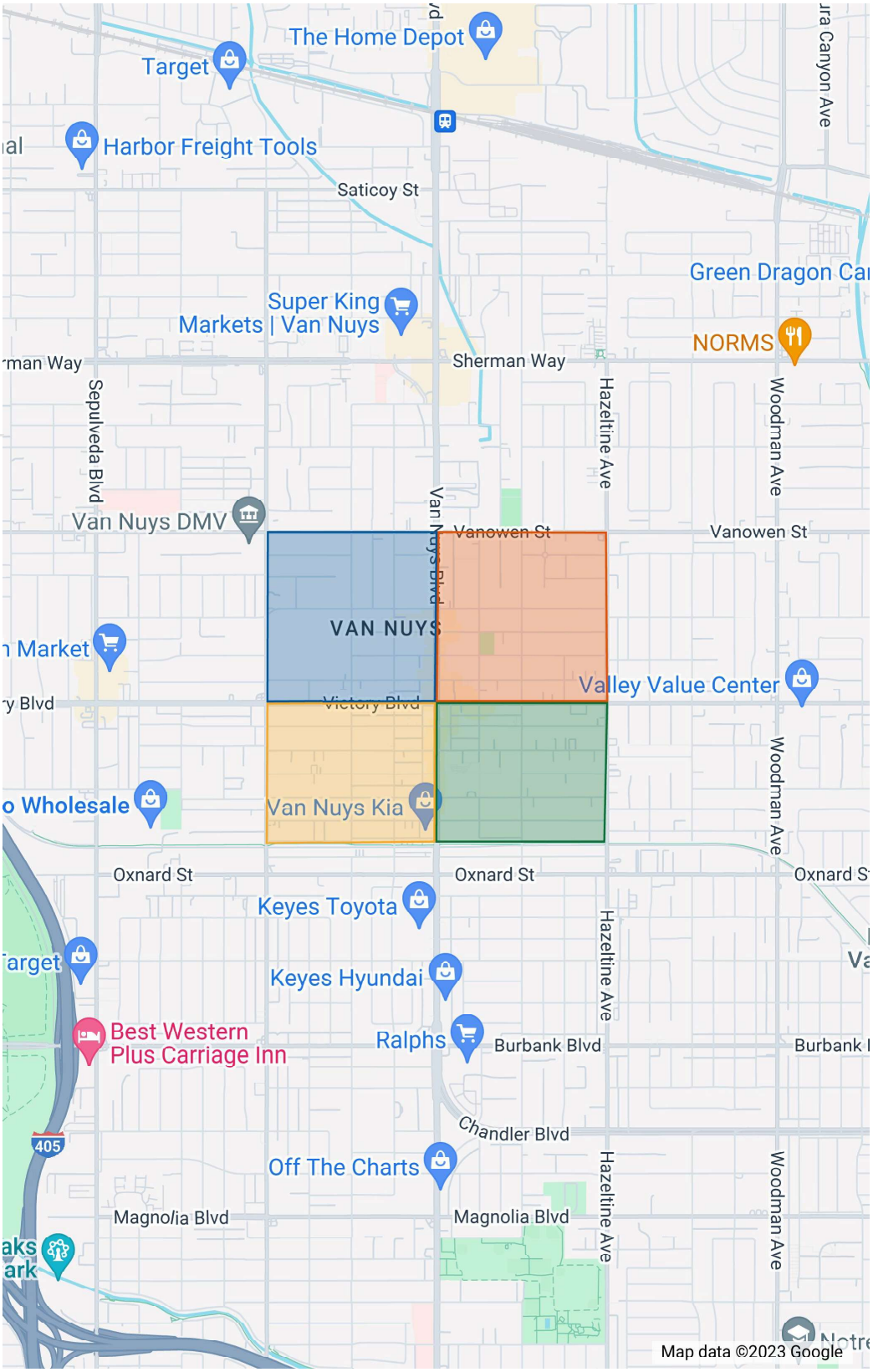
Flyering Efforts

Door-to-Door Location 1

Door-to-Door Location 2

Door-to-Door Location 3

Door-to-Door Location 4



Public Counter Map

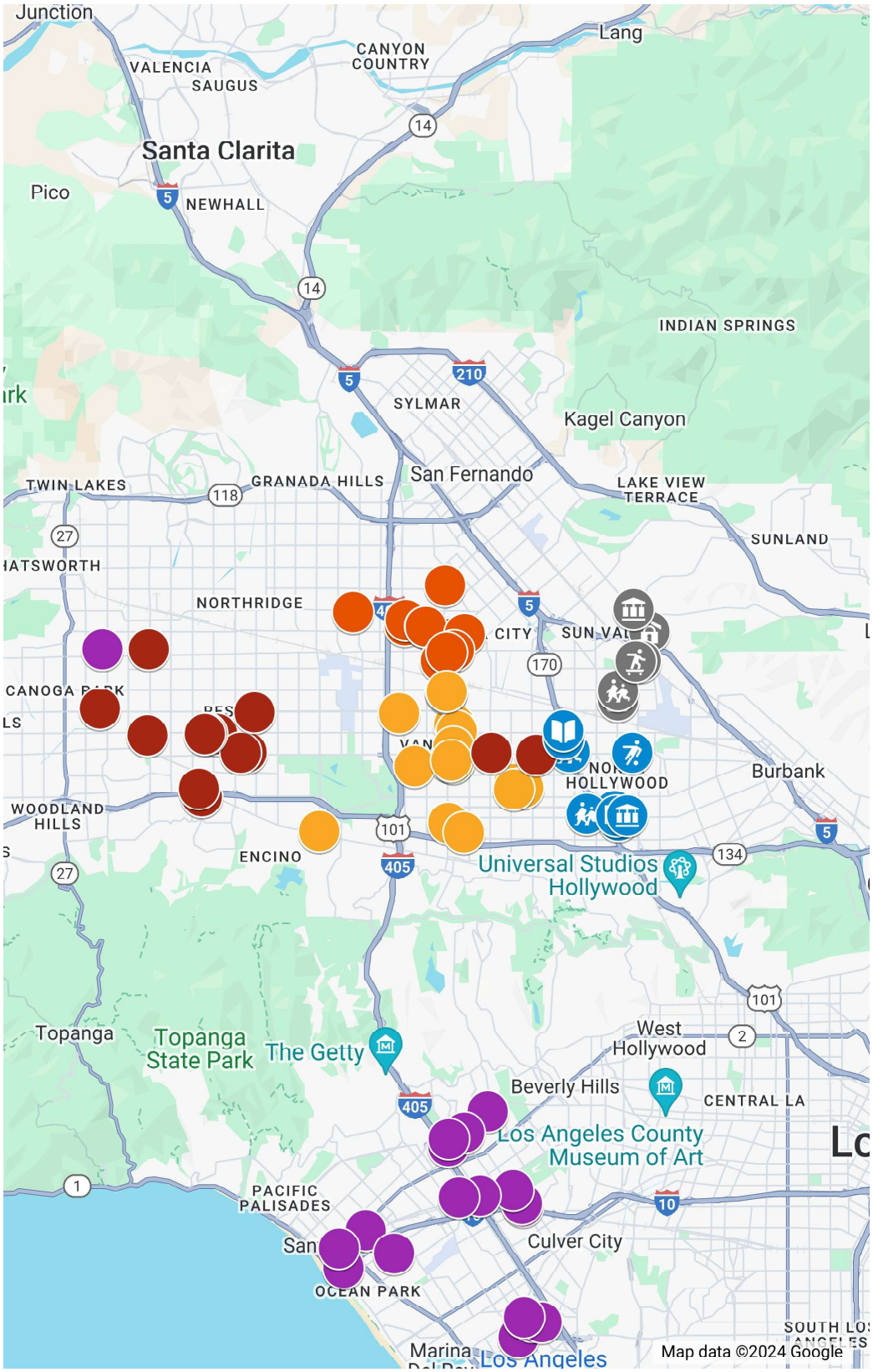
Appendix E.3

Public Counter Drop Offs

Click here for Google Map Link

Walk N Rollers: Tier 1 - Westwood, Palms, SM, Del Rey

1. Social Security Administration
2. Veterans Affairs Department
3. Westwood Branch Library
4. Westwood Recreation Center
5. Los Angeles County, Department of Public Social Services
6. Riddick Youth Center
7. Westwood United Methodist Church - MEETING LOCATION
8. Palms-Rancho Park Branch Library
9. Palms Recreation Center
10. Del Rey Square
11. The Boys & Girls Club Mar Vista Gardens Branch
12. WIC Program
13. Venice Japanese Community Center
14. Santa Monica College
15.



16 Santa Monica Public Library

17 City of Santa Monica City Hall

18 Ocean Park Community Center

Point 18

LA Walks: Tier 1- Panorama City and North Hills

1 Panorama City Branch Library

2 Panorama City Neighborhood Council

3 SFV LGBTQ Center + South Valley Youth Source

4 Panorama Recreation Center

5 Sepulveda Recreation Center

6 Mid-Valley Senior Citizen Center

7 Social Security Administration

8 Albert Piantanida Recreation Center

9 WIC Program

10 Mid-Valley Regional Library

11 Penny Lane Center

12 North Hills Community Park

SAFE: Tier 1 - Van Nuys

1 Van Nuys City Hall

2 Zev Yaroslavsky Family Support Center

3 Department of Public Social Services

4 Delano Recreation Center

5 Bernardi Multi-Purpose Senior Center

6 Van Nuys Branch Library

7 Los Angeles County Registrar-Recorder/County Clerk Van Nuys Branch Office

8 California State Employment Development Department - Van Nuys

9 Van Nuys Recreation Center

10 Los Angeles County Department of Children and Family Services

11 Mid Valley Family YMCA

12 Marvin Braude Building -SFV/ CSC- MEETING LOCATION

13 Van Nuys/Sherman Oaks Recreation Center

14 Encino Community Center

15 Sherman Oaks East Valley Adult Center

Tier 2 - Winnetka, Reseda, and Valley Glen

1 Tarzana Recreation Center

2 Greater Valley Glen Community Council

3 Winnetka Recreation Center

4 Winnetka Neighborhood Council

5 WIC Office Canoga park

6 LADOT West Valley District Office

7 North Hollywood West Neighborhood Council

8 Reseda Neighborhood Council

9 West Valley LAPD Station

10 Reseda Recreation Center

11 West Valley Family YMCA

12 ONEgeneration Senior Enrichment Center

13 Tarzana Community & Cultural Center

LAVC Student Services Center 16

LAVC Community Services Center 17

Library & Academic Resource Center 18

Tier 3 - North Hollywood, Sun Valley, and Valley Village

Paul Krekorian Los Angeles City Councilmember District 2

Valley Plaza Branch Library

North Hollywood Amelia Earhart Regional Library

North Hollywood Community Garden

North Hollywood Recreation Center

Valley Plaza Recreation Center

Victory Vineland Recreation Center

East Valley Family YMCA

City Of Los Angeles Public Health. North Hollywood

WIC Program

County of Los Angeles Department of Public Social Services

Sun Valley Recreation Center

Community Outreach Center

Freehab - Food Distribution Center

Sun Valley Area Neighborhood Council (SVANC)

Lutheran Social Services of Southern California - Food Distribution Center

Business Corridor Map

Appendix E.4

Business Corridor/Transit Intercept Outreach

Click here for Google Map Link

Business Corridor Outreach

All items

Transit Intercept Outreach

Roscoe Boulevard & Van Nuys

Sepulveda / Roscoe

Van Nuys Orange Line Station

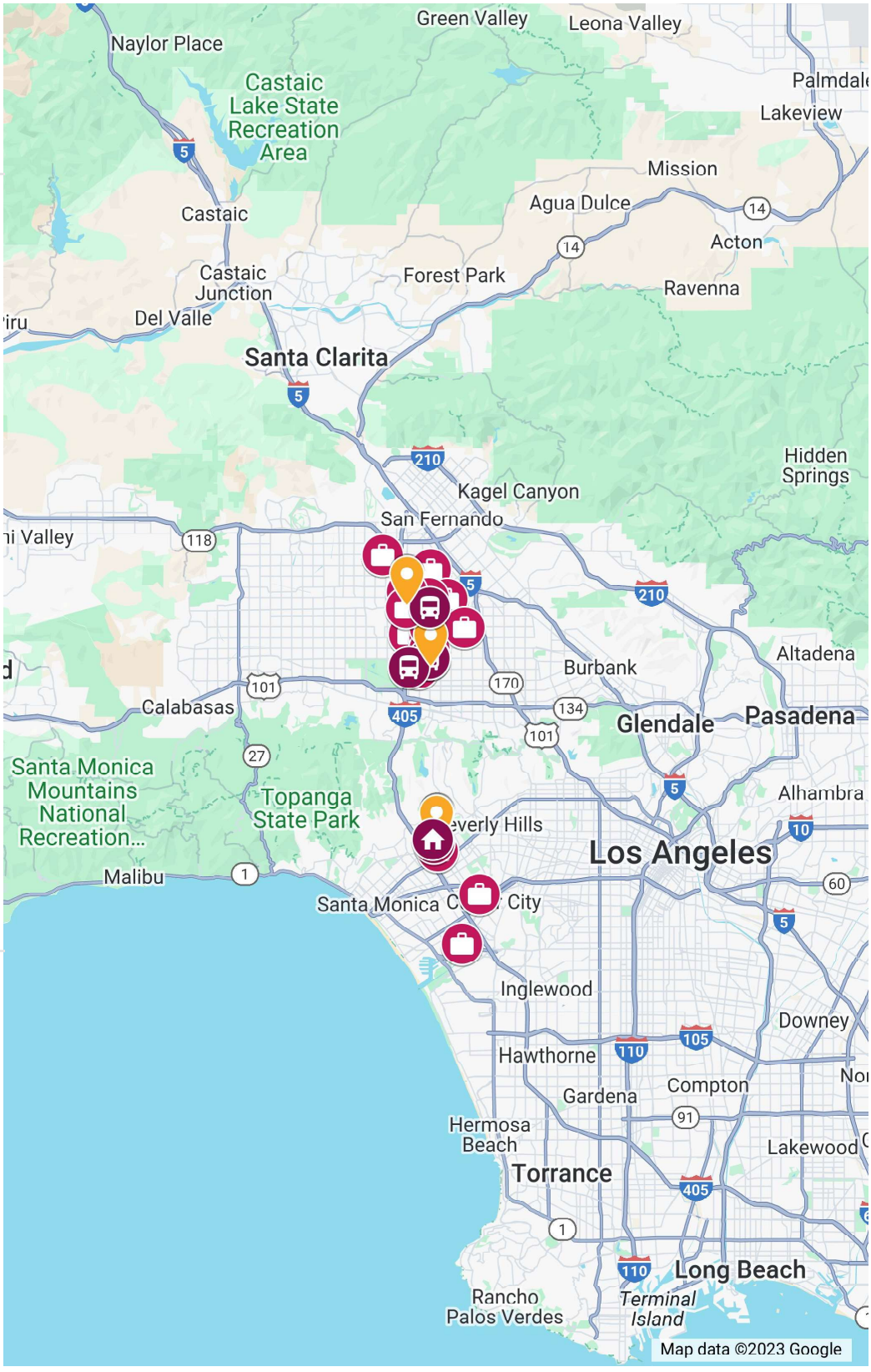
Sepulveda / G-Line

Victory / Van Nuys

Le Conte Ave & Westwood

Wilshire / Westwood

Wilshire / Glendon



Eblasts

Appendix E.5

Sepulveda Transit Corridor Project

Español

We Want to Hear From You!

Although we have concluded our in-person and virtual meetings focused on travel times and boardings for the six alternatives, we still want to hear from you!

While we had originally requested feedback by Nov. 30, with the Thanksgiving holiday in mind, we now encourage you to **submit feedback no later than Dec. 8** by clicking here.

The recording of the virtual meeting held on Nov. 1 is available here. The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meetings are also available.

Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. Work continues on Veteran Av and Bentley Av.

Drill Rig Truck

No fieldwork will occur over the Thanksgiving holiday (Thursday, Nov. 23 and Friday, Nov. 24) at both locations. Work-related parking restrictions will be lifted during this period. Electronic message signs will provide additional information.

To see all active survey work notices, please go here.

Stay Connected

To learn more about the project, visit our website, email us at *sepulvedatransit@metro.net* or call our project information line at 213.922.7375.

Visit our Interactive StoryMap and find us on our social media handles.

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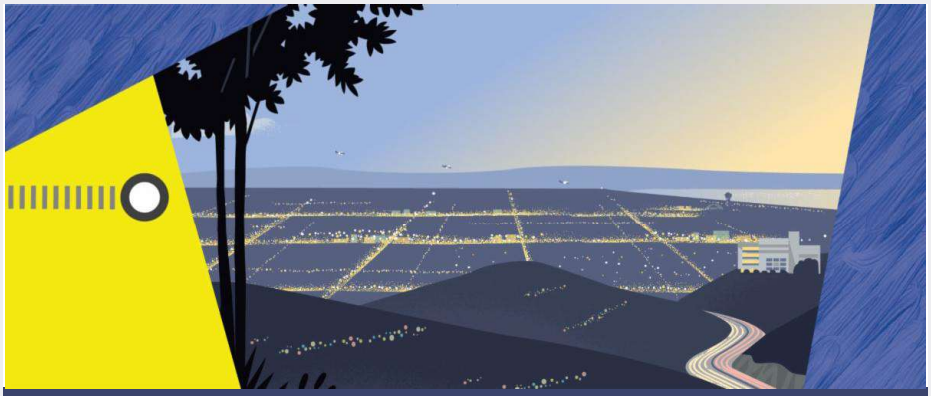

Sepulveda Transit Corridor Project

Español

Thank You for Joining Us!

Thank you again to the community members who joined us at our in-person and virtual community meetings. The recording of the virtual meeting held on Nov. 1 is available here.

We encourage you to **provide feedback by November 30, 2023** by clicking here.

The meetings included a formal presentation by the Sepulveda Transit Corridor project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session.

The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meeting are also available.

Field Work for the Sepulveda Transit Corridor

Drill Rig Truck

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. Work continues on Veteran Av and Bentley Av.

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Sepulveda Transit Corridor Project

Español

Sepulveda Transit Corridor Update and More

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The **Traffic Reduction Study, Sepulveda Transit Corridor**, and **I-405 Sepulveda Pass ExpressLanes Projects** are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

The Sepulveda Transit Corridor meetings will focus on travel times and boardings for the six project alternatives. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects.

In-person Community Meetings

Tuesday, October 24, 2023
5:30-8pm
Westwood United Methodist Church
10497 Wilshire Bl
Los Angeles, CA 90024

Saturday, October 28, 2023
10am-12:30pm
Marvin Braude Center
6262 Van Nuys Bl
Van Nuys, CA 91401

Virtual Community Meeting

Wednesday, November 1, 2023 – 6pm
Zoom Link: bit.ly/SepulvedaNov1
Call-in Number: 669.900.6833
Webinar ID: 828 7236 2799
Register Here

Field Work for the Sepulveda Transit Corridor

Drill Rig Truck

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. The Phase 1 geotechnical survey work has concluded and Phase 2 boring work will begin in October on Veteran Av.

Work will occur primarily Monday – Friday, 7am-4:30pm. Some weekend work will also occur. Street parking on the 100-500 block of Veteran Av will be restricted from 6:30am-5pm.

For updated information about parking restrictions and road closures, please visit:

- Veteran Av | Full Notice

To see all active survey work, please gohere.

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Sepulveda Transit Corridor Project

Español

Reminder: Sepulveda Transit Corridor Update Next Week

Remember to mark your calendars for an update on the Sepulveda Transit Corridor Project. Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us for in-person and virtual meetings.

Each in-person meeting will include a formal presentation by the Sepulveda Transit Corridor focused on travel times and boardings for the six alternatives followed by a Q&A session. The meetings will also feature an open house with information about the Traffic Reduction Study and I-405 Sepulveda Pass ExpressLanes.

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How to Get to the Community Meeting

Westwood

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Metro Bus Line 20 and LADOT bus lines 431 and 431B stop at the corner of Wilshire Bl and Warner Av.

Via Car:
Parking is available in the parking garage of the Belmont Village Senior Living (entrance off Wilshire Bl). Church parking is available on the second level and below.

Van Nuys

Via Transit:
Metro Bus Lines 233 and 237 stop at the corner of Van Nuys Bl and Sylvan St. The Metro G Line (Orange) Van Nuys station is located three blocks south. Attendees may also park for free at the Metro G Line (Orange) Sepulveda Station and travel one stop to the Van Nuys Station.

Via Car:
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Sepulveda Transit Corridor Project

Español

Reminder: Sepulveda Transit Corridor Update Tonight

Join us tonight for an update on the Sepulveda Transit Corridor Project. Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area.

Each in-person meeting will include a formal presentation by the Sepulveda Transit Corridor focused on travel times and boardings for the six alternatives followed by a Q&A session. The meetings will also feature an open house with information about the Traffic Reduction Study and I-405 Sepulveda Pass ExpressLanes.

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Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions.

All active survey work information can be foundhere.

Drill Rig Truck

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Sepulveda Transit Corridor Project

Español

Thank You for Participating!

Thank you to the community members who joined us in Westwood last night for our community meeting.

The Traffic Reduction Study and I-405 Sepulveda Pass ExpressLanes Projects were also present to share timely information with stakeholders who live near and travel through the area.

The meeting included a formal presentation by the Sepulveda Transit Corridor project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session and an open house with information for all three projects.

The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report and Station Location Community Meeting Summary referenced during the meeting are also available.

If you were unable to join us last night, we hope you'll attend our upcoming in-person or virtual meeting.

We encourage you to provide feedback by **November 30, 2023** by clicking here.

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Virtual Community Meeting

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Drill Rig Truck

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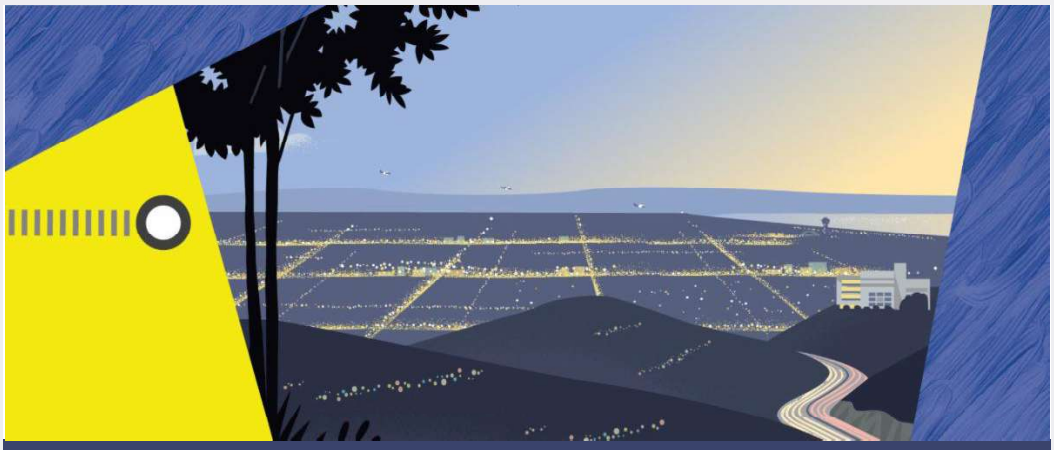

Sepulveda Transit Corridor Project

Español

Join Us for Our Virtual Meeting!

We have concluded our in-person meetings in Westwood and Van Nuys. Our virtual meeting will be held tomorrow.

Wednesday, November 1, 2023 – 6pm
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If you were unable to join us in-person, we hope you'll attend our upcoming virtual meeting.

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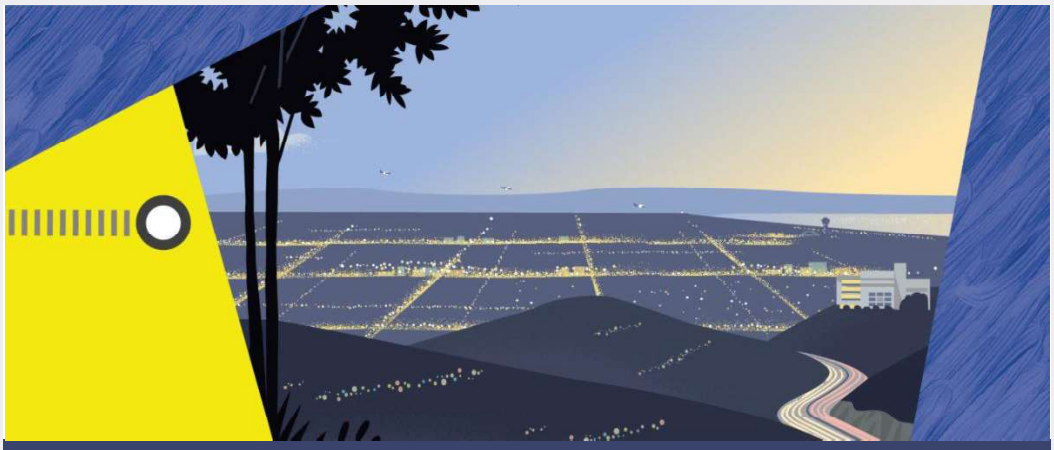

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Thank You for Joining Us!

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The meetings included a formal presentation by the Sepulveda Transit Corridor project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session.

The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meeting are also available.

Other Metro resources shared at the meetings include:

- GoPass
- TransitWatch
- Property Acquisition
- Public-Private Partnership
- Environmental Process
- Tunneling
- Customer Experience Hub
- Gender Action Plan

Virtual Meetings for Traffic Reduction Study & ExpressLanes

Although the meetings focused on Sepulveda Transit Corridor have concluded, there are virtual meetings remaining for the Traffic Reduction Study and the I-405 Sepulveda Pass ExpressLanes project.

Traffic Reduction Study
Monday, November 6, 2023 – 12pm
Zoom Link: us02web.zoom.us/j/88539660629

I-405 Sepulveda Pass ExpressLanes
Wednesday, November 8, 2023 – 6pm
Zoom link: tinyurl.com/405EXP-2

Field Work for the Sepulveda Transit Corridor

Drill Rig Truck

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Please Submit Your Feedback by December 8!

As we begin to wrap up the year, we thank you for your continued interest and engagement in this project.

We encourage you to submit your feedback related to our fall meetings focused on travel times and ridership for all six alternatives **no later than Dec. 8** by clicking here.

We will be preparing a report summarizing the meetings and feedback received between late October and Dec. 8 that we'll share early next year.

The recording of the virtual meeting held on Nov. 1 is available here. The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meetings are also available.

And you can find the Metro Source blog about our community meetings here!

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We (Still) Want to Hear From You (By December 8, Please)!

The Metro Source blog published a story earlier this week about our recent community meetings **here**!

We hope you'll check it out and **submit feedback no later than Dec. 8** by clicking here.

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Sepulveda Transit Corridor Update and More

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The **Traffic Reduction Study, Sepulveda Transit Corridor**, and **I-405 Sepulveda Pass ExpressLanes Projects** are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

The Sepulveda Transit Corridor meetings will focus on travel times and boardings for the six project alternatives. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects.

In-person Community Meetings

Tuesday, October 24, 2023
5:30-8pm
Westwood United Methodist Church
10497 Wilshire Bl
Los Angeles, CA 90024

Saturday, October 28, 2023
10am-12:30pm
Marvin Braude Center
6262 Van Nuys Bl
Van Nuys, CA 91401

Virtual Community Meeting

Wednesday, November 1, 2023 – 6pm
Zoom Link: bit.ly/SepulvedaNov1
Call-in Number: 669.900.6833
Webinar ID: 828 7236 2799
Register Here

Field Work for the Sepulveda Transit Corridor

Drill Rig Truck

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. The Phase 1 geotechnical survey work has concluded and Phase 2 boring work will begin in October on Veteran Av.

Work will occur primarily Monday – Friday, 7am-4:30pm. Some weekend work will also occur. Street parking on the 100-500 block of Veteran Av will be restricted from 6:30am-5pm.

For updated information about parking restrictions and road closures, please visit:

- Veteran Av | Full Notice

To see all active survey work, please gohere.

Stay Connected

To learn more about the project, visit our website, email us at *sepulvedatransit@metro.net* or call our project information line at 213.922.7375.

Visit our Interactive StoryMap and find us on our social media handles.

metro.net/sepulvedacorridor/

sepulvedatransit@metro.net

213.922.7375

losangelesmetro

@metrolosangeles

Let's Ride Safely Together

Keeping riders safe is our number one priority and we're committed to providing you with a great experience on Metro. That's why we've launched a plan that reimagines the way we approach public safety, to ensure all our riders feel safe, comfortable, and welcome on our system. Check out 'Let's Ride Safely Together' to learn how we're improving security, cleanliness, and customer care on our buses and trains.

Your privacy is important to us, please review the Privacy Policy.

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Appendix F

Extended Outreach

Appendix F.1
Toolkit

Appendix F.1

Toolkit

Metro Sepulveda Transit Corridor, Traffic Reduction Study, and the I-405 ExpressLanes Projects
Outreach Toolkit

Please help Metro increase awareness and deepen engagement with your community for the Sepulveda Transit Corridor, Traffic Reduction Study, and the I-405 ExpressLanes Projects!

The following cut-and-paste resources can be shared on social media, in newsletters, emails/eblasts, and on websites.

Sepulveda Transit Corridor Project

- *Interactive Story Map*
- *Video link (English)*
- *Video link (Spanish)*
- *Project Website*
- *Scoping Video (English)*
- *Scoping Video (Spanish)*
- *Project Fact Sheet (English)*
- *Project Fact Sheet (Spanish)*
- *Frequently Asked Questions (English)*
- *Frequently Asked Questions (Spanish)*

I-405 Sepulveda Pass ExpressLanes

- *Project Website*
- *Project Fact Sheet (English)*
- *Project Fact Sheet (Spanish)*
- *Alternatives Fact Sheet (English)*
- *Alternatives Fact Sheet (Spanish)*
- *Frequently Asked Questions (English)*
- *Frequently Asked Questions (Spanish)*

Traffic Reduction Study

- Project Website

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Social Media

The following content meets the respective social media platform's specifications and requirements.

Facebook

Help make traveling between the Valley and the Westside easier. Join Metro for community update meetings this fall! @losangelesmetro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Sepulveda Transit Corridor, Traffic Reduction Study, and I-405 Sepulveda Pass ExpressLanes Projects each have timely information to share with stakeholders who live and travel through the area. Learn more about these projects at one of our in-person meetings in West Los Angeles on Tuesday, October 24 from 5:30-8pm and in Van Nuys on Saturday, October 28 from 10am-12:30pm. Can't make an in-person meeting? The Sepulveda Transit Corridor and I-405 Sepulveda Pass ExpressLanes projects will also offer virtual meeting options. Don't miss this opportunity to be a part of the solution. For more information on these community update meetings, visit: https https://tinyurl.com/3kk7kpf7.

Twitter

@metrolosangeles has exciting plans to improve travel between the Valley and the Westside. Join community update meetings in person on Oct. 24 & 28. Virtual meetings are being hosted as well. Learn about the Sepulveda Transit Corridor, Traffic Reduction Study, and I-405 Sepulveda Pass ExpressLanes Projects. Learn more here https://tinyurl.com/3kk7kpf7.

Instagram

Join us for a community update meeting! @losangelesmetro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range, the Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects. Learn more and provide input on these important transportation projects at one of Metro's upcoming community meetings this fall! There will be in-person and virtual meeting options. Let's shape the future of transportation together! Learn more here https://tinyurl.com/3kk7kpf7.

Visit the link in our bio to learn more. https://tinyurl.com/3kk7kpf7

Email Blast / Newsletter Content / Website Updates

Subject/Title: Help make traveling between the Valley and the Westside easier! Join us for Metro's Community Update Meetings this fall!

Body:

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

In-person Community Meetings

Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, a Q&A session, and an open house with information for all three projects in English and Spanish. Both in-person meetings will offer the same information; please attend the meeting that best suits your schedule.

Tuesday, October 24, 2023
5:30-8pm
Westwood United Methodist Church
10497 Wilshire Bl
Los Angeles, CA 90024

Saturday, October 28, 2023
10am-12:30pm
Marvin Braude Center
6262 Van Nuys Bl
Van Nuys, CA 91401

All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and interpretation services are available by calling 323.466.3876 or California Relay Service at 711 at least 72 hours in advance.

Virtual Community Meetings

Join us virtually to view a presentation on individual projects. These meetings will include a question-and-answer session and will offer Spanish interpretation.

Sepulveda Transit Corridor Project
Wednesday, November 1, 2023 – 6pm
Zoom Link: bit.ly/SepulvedaNov1
Call-in Number: 669.900.6833
Webinar ID: 828 7236 2799
Register Here

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I-405 Sepulveda Pass ExpressLanes

Monday, October 30, 2023
12pm
Zoom Link: https://tinyurl.com/405EXP-1
Webinar ID: 899 7243 490

Wednesday, November 8, 2023
6pm
Zoom Link: https://tinyurl.com/405EXP-2
Webinar ID: 852 4516 8735

Sign up to receive project updates!

- https://www.metro.net/405expresslanes
- https://www.metro.net/sepulvedacorridor
- https://www.metro.net/projects/trafficreduction

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Appendix G

Presentations

Appendix G.1
Sepulveda Community Meeting Presentation - English

Appendix G2
Sepulveda Community Meeting Presentation - Spanish

Appendix G.1

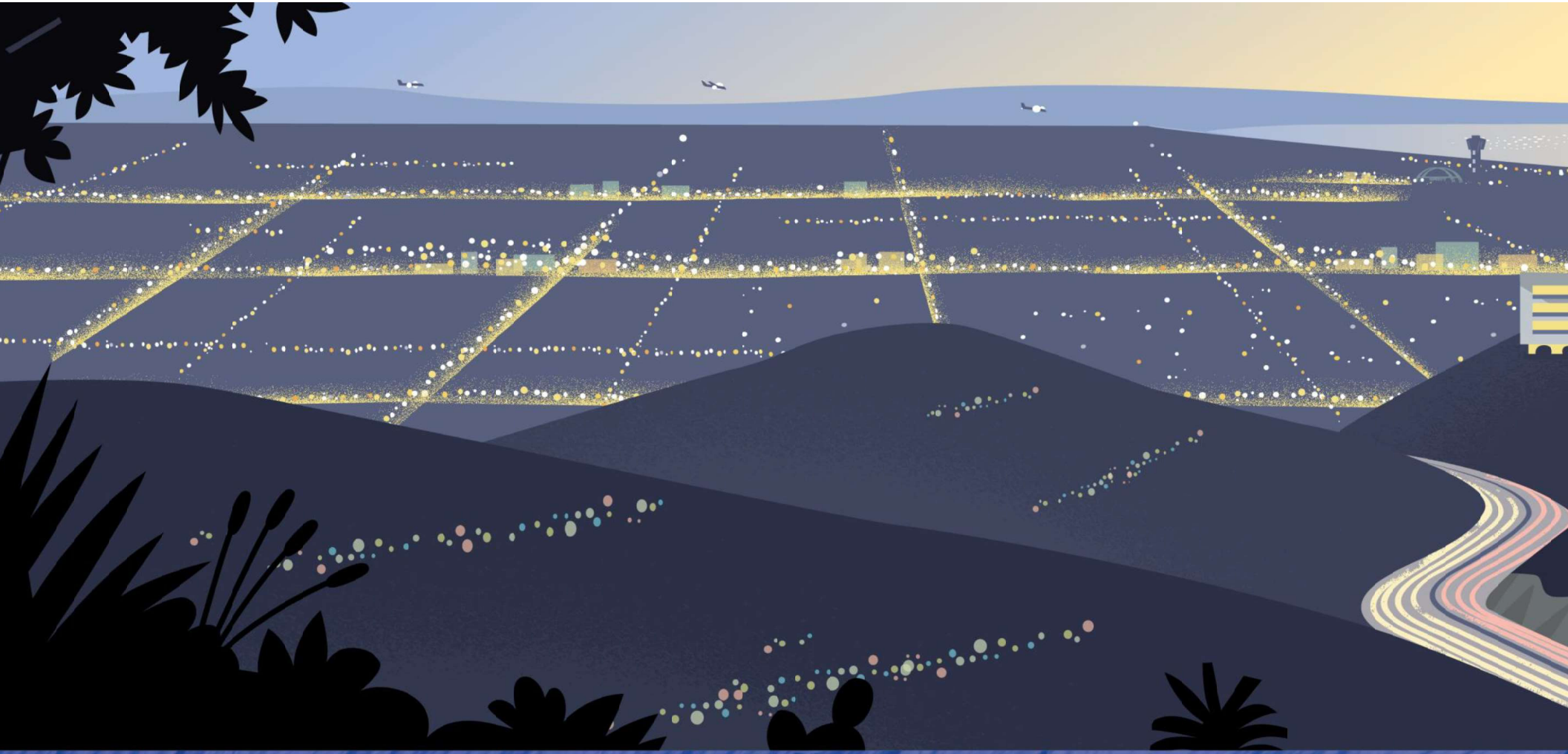
Sepulveda Community Meeting Presentation - English

Welcome!

We will begin in a few moments.

Community Update Meeting

October 2023



We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

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Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit *metro.net/go*

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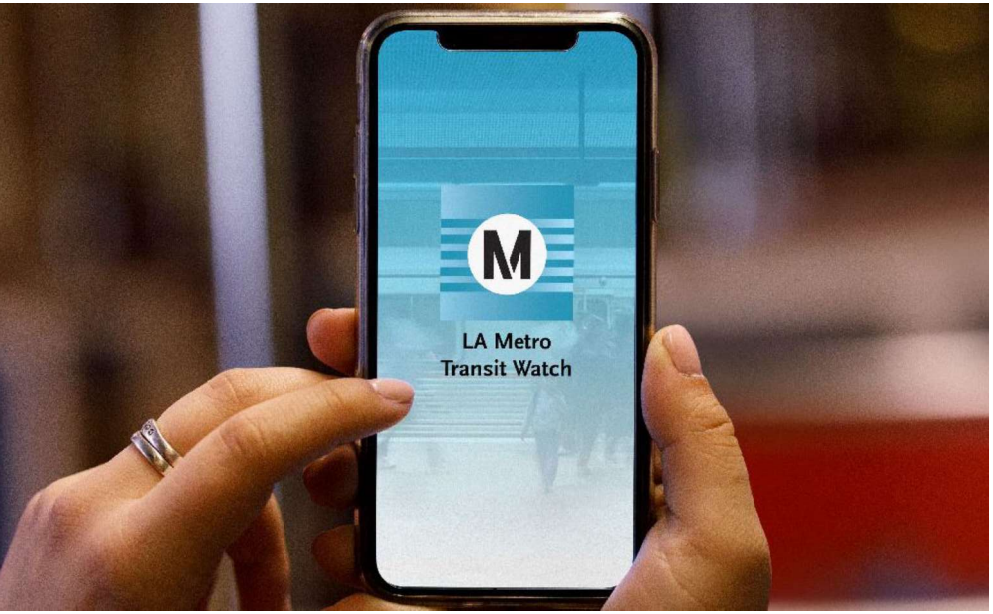
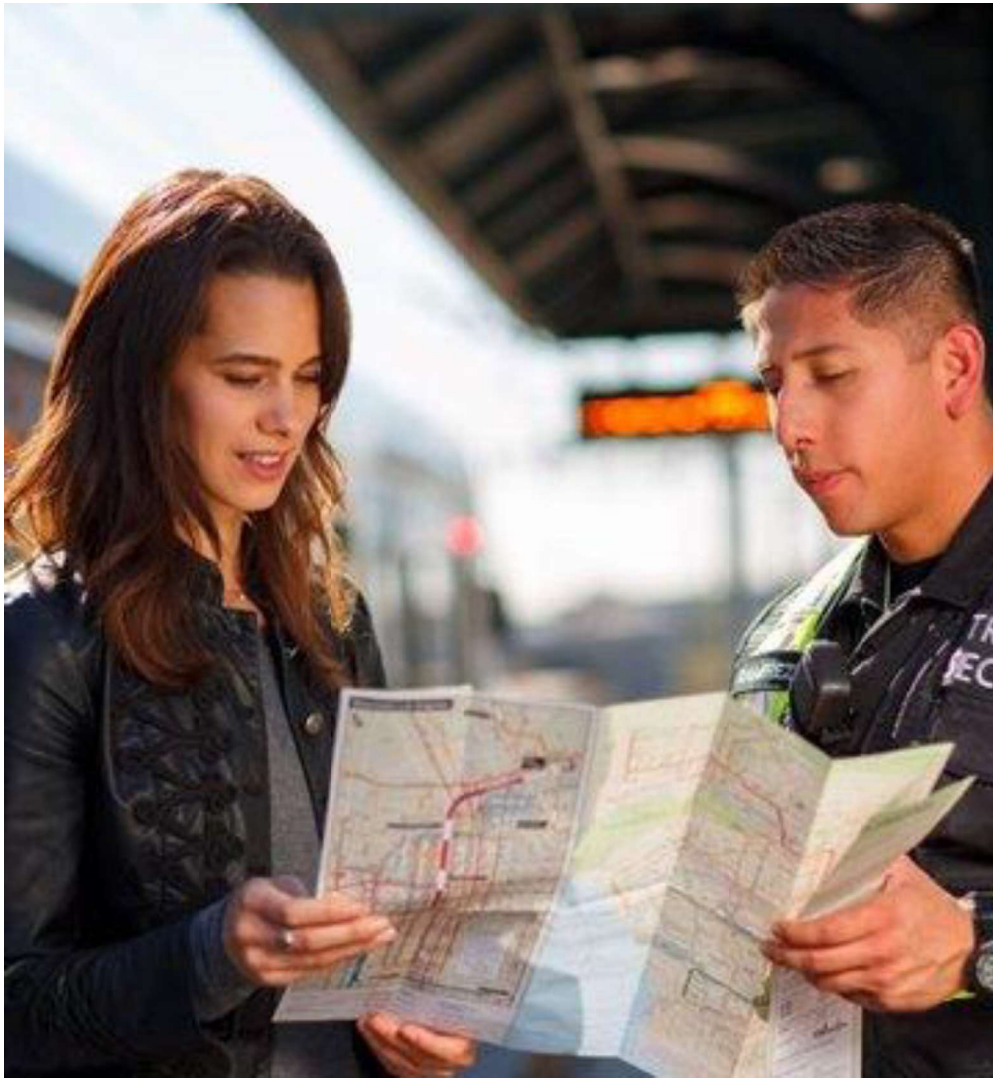


t metro.net/transitwatch to learn more.



Metro has a plan to make it easier to get around.

The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

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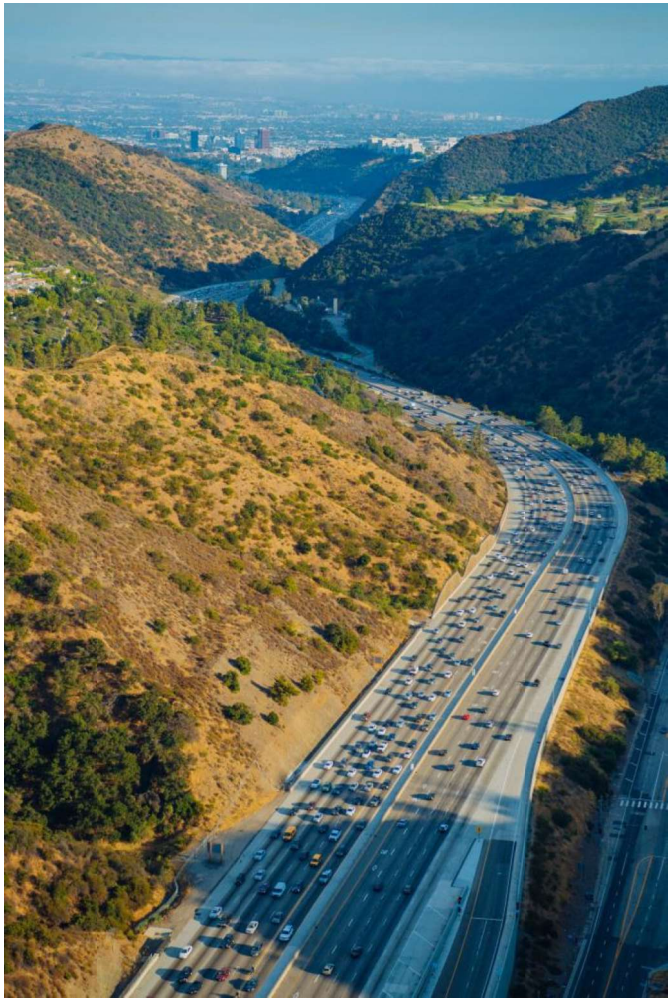
eeting Overview

Metro is pursuing three separate projects, each of which would independently address travel in the Sepulveda Pass and mountain range.

The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study.

Today's presentation will focus on the Sepulveda Transit Corridor Project, including travel times and boardings for the six project alternatives.



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plan weaves efforts across four areas.

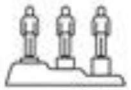
Better Transit

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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v to Submit Questions

- ank you for joining us!
- e look forward to hearing from you
- u're welcome to submit questions regarding e Sepulveda Transit Corridor Project using a &A card
- e'll answer as many questions as we can in the me available, focusing on questions of broadest terest
- l questions (including those we aren't able to t to today) will be shared with the project team r their consideration

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genda

Welcome

Meeting Overview

Project Overview; Recap of Previous Meetings

Environmental Study

Project Alternatives

Travel Times

- End-to-end & To Key Destinations

Boardings

- Forecasting Boardings; Boardings by Alternative

Next Steps

Q&A

Metro

ulveda Transit Corridor Project

e proposed Project will create a high-
uality, reliable rail transit service
ternative connecting the San Fernando
lley and the Westside.

l alternatives would have:

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

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ere We've Been & What We Heard: Scoping

ovember 2021: Study kick-off with Scoping

Overview of concepts being studied and environmental process

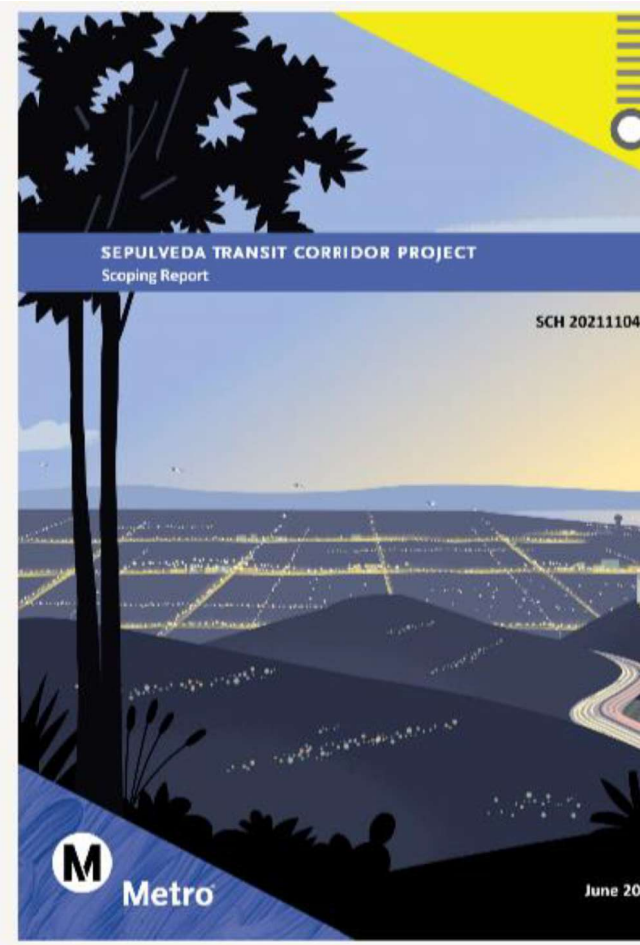
Three virtual scoping meetings, 550+ attendees

3,100+ scoping comments received, focused on:

- Support for or opposition to specific modes or alternatives
- Environmental concerns, including cumulative impacts, transportation and traffic impacts, real estate and acquisitions, community and neighborhood impacts, and noise and vibration impacts
- Equity concerns including access to educational, employment and medical resources

ıne 2022: Overview of the input received during scoping

Virtual update, 240 attendees



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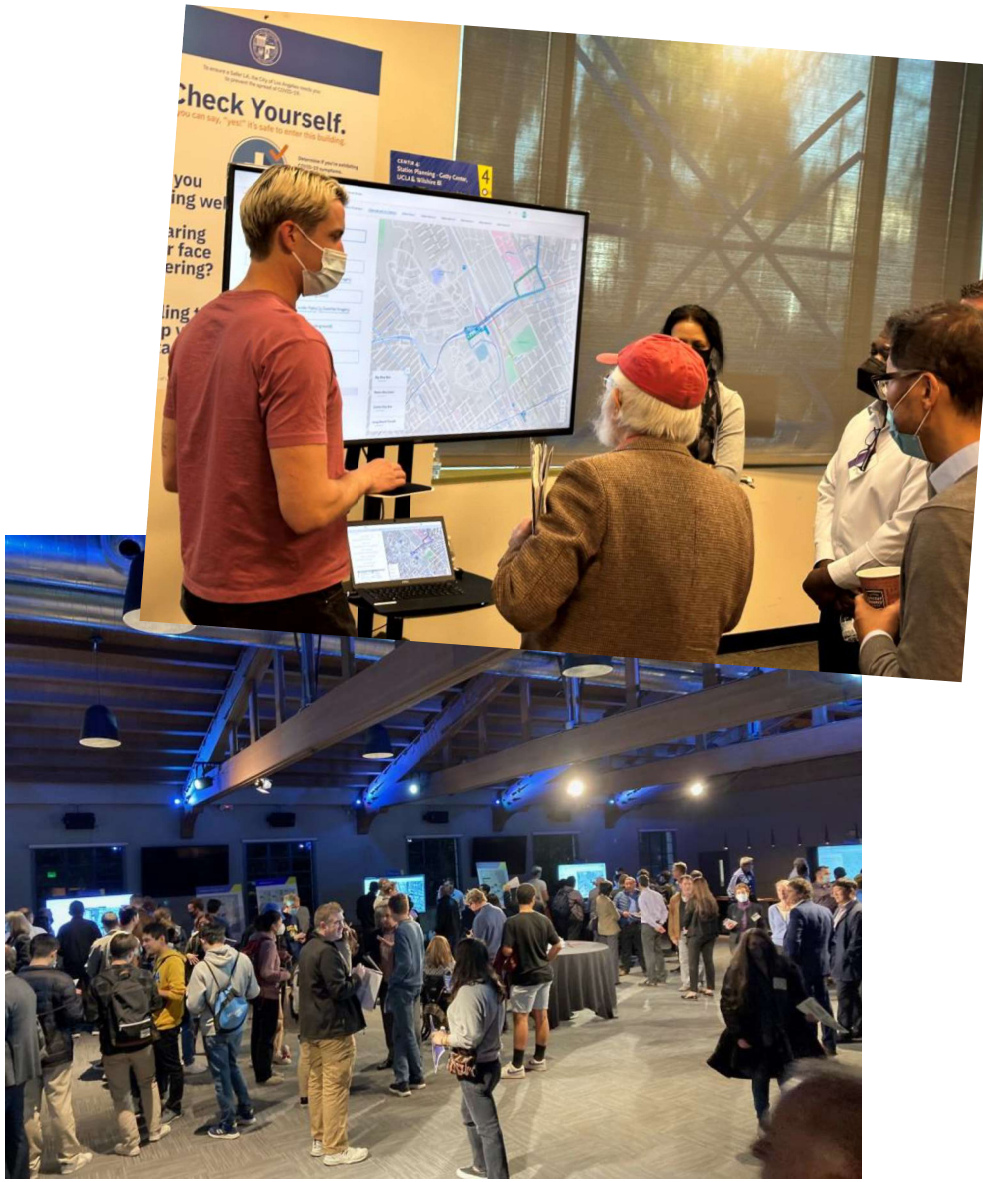
ere We've Been & What We Heard: Station Locations

anuary 2023: Station Location Open Houses

- Interactive information centers displaying proposed station locations, entrances and connections for all alternatives
- Two in-person, one virtual open house; 500+ attendees
- 1,800+ feedback forms received, focused on:
  - Interest in the heavy rail alternatives
  - Support for an on-campus UCLA station/stop
  - Questions about the monorail alternatives and electric bus/APM connections
  - Importance of connectivity with D Line and E Line stations



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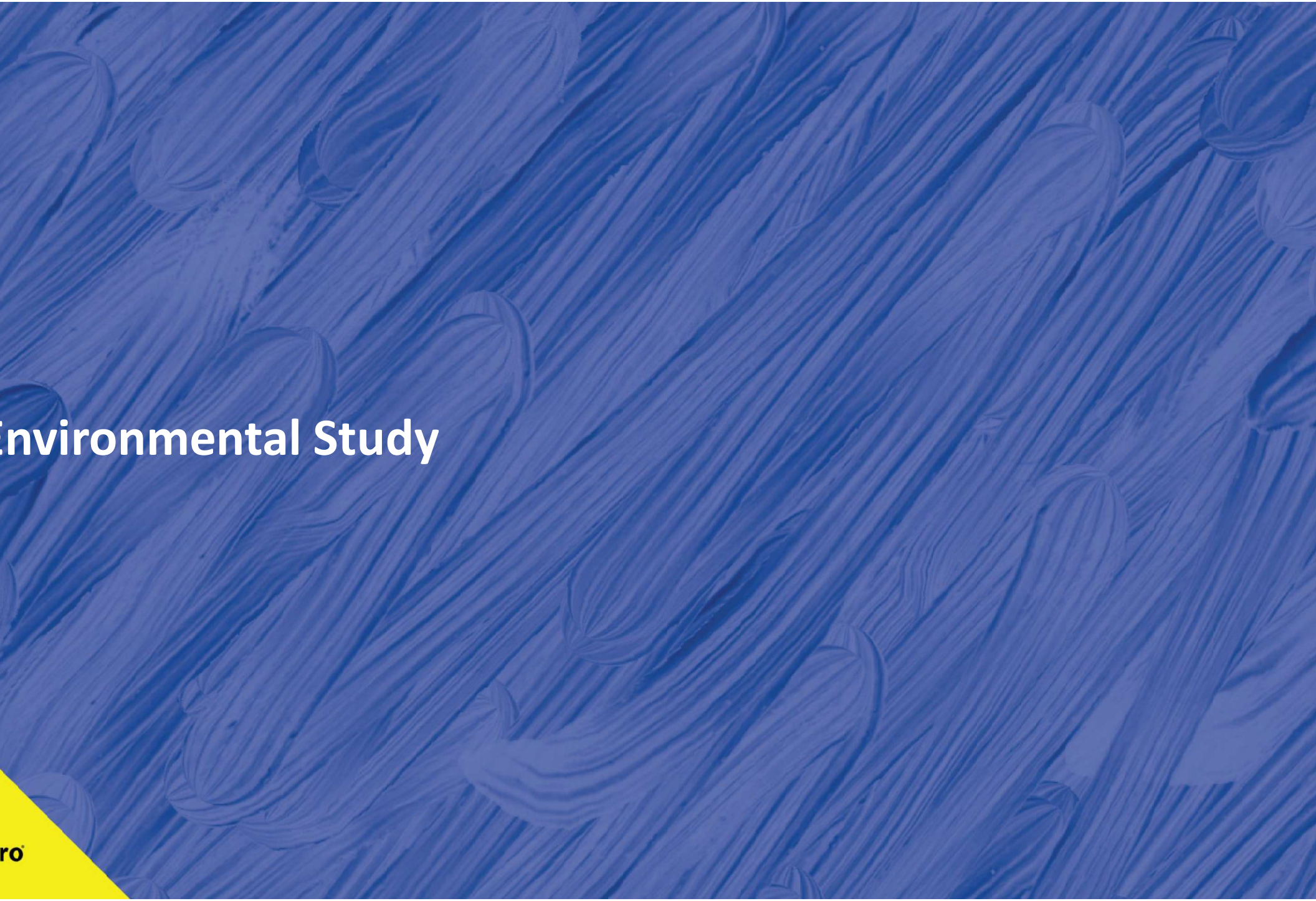
nvironmental Study
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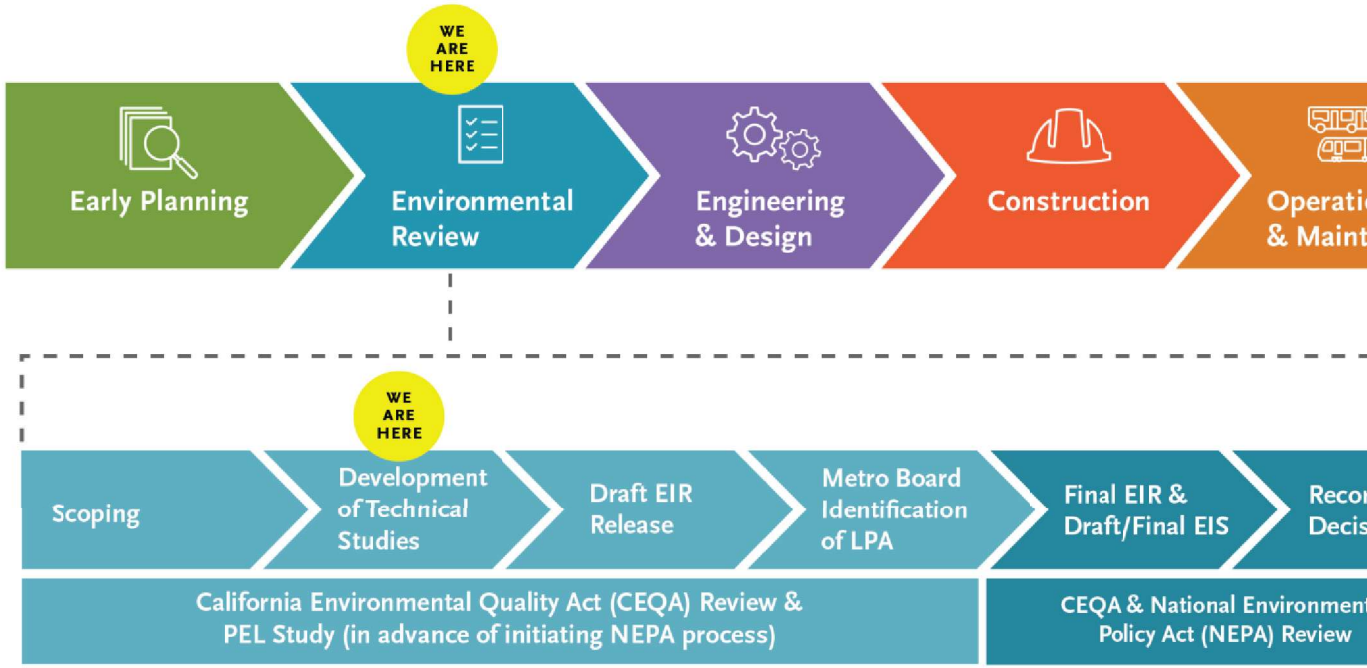
ironmental Review Process

tro is continuing technical
dies for the CEQA review and
ncurrently developing a PEL
dy in collaboration with FTA to
vide coordination for the
entual NEPA process.

er the public release of the
R, the Metro Board will be
ed to identify an LPA.

xt, the FEIR and DEIS/FEIS will
prepared to complete CEQA
d NEPA processes.



List of Acronyms

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

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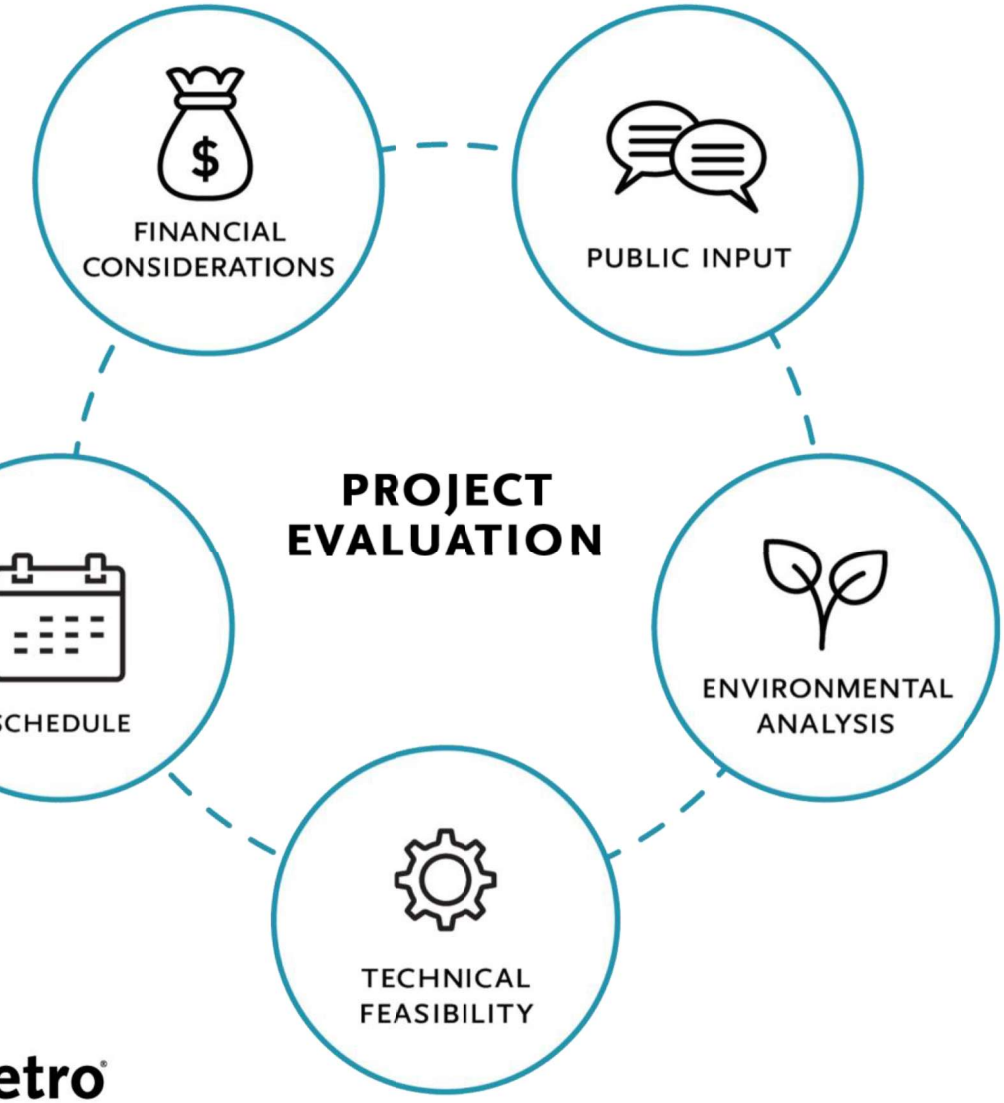
ject Evaluation Inputs



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The environmental analysis is one component of Project Evaluation and will:

> Evaluate the performance and benefits of the alternatives

> Study potential impacts of construction, operation and maintenance

> Identify cumulative impacts of the project on the environment

> Identify and assess potential mitigation measures to address potential significant adverse impacts

ics for environmental study include

Quality

nmunity and Neighborhood

nulative Impacts

systems and Biological
ources

ergy

otechnical, Subsurface,
l Seismic Hazards and
zardous Materials

enhouse Gas Emissions

owth Inducement

toric, Archeological, and
eontological Resources

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

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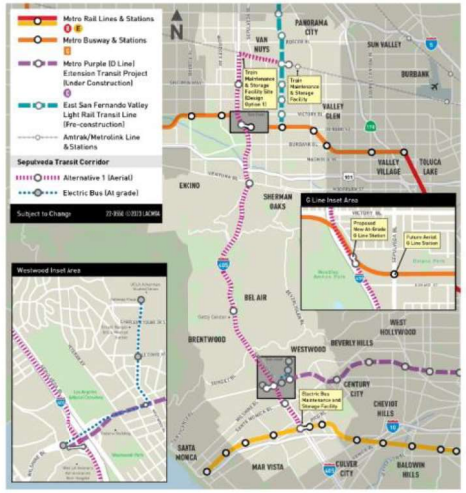
ject Alternatives Overview

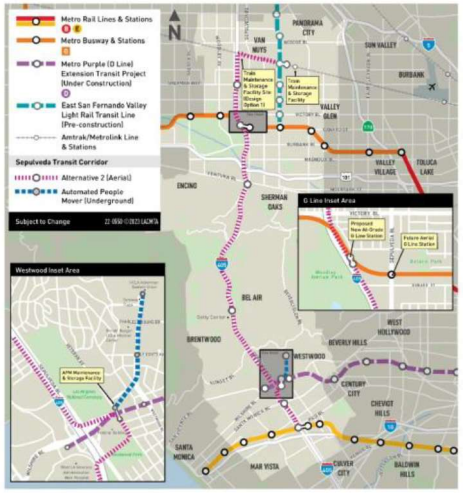
etro is studying six alternatives.

No Project alternative is also
ing considered, as required by
QA.

Sepulveda Transit Corridor
Alternative 1 (Monorail)



Sepulveda Transit Corridor
Alternative 2 (Monorail)



Sepulveda Transit Co
Alternative 3 (M

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

Sepulveda Transit Corridor
Alternative 5 (Heavy Rail)

Sepulveda Transit C
Alternative 6 (He

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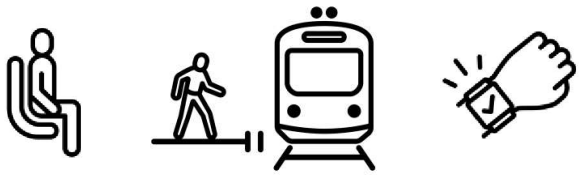
rent Status & What's Next

Information being shared NOW

✓ Performance of alternatives:

- Travel times
  - End-to-end
  - To key destinations
- Boardings:
  - Total for each alternative
  - Station boardings



Information to be shared *as it becomes available through the study*

- ✓ Costs
- ✓ Impacts from construction & operations
- ✓ Associated mitigations
- ✓ Construction schedule
- ✓ Project benefits

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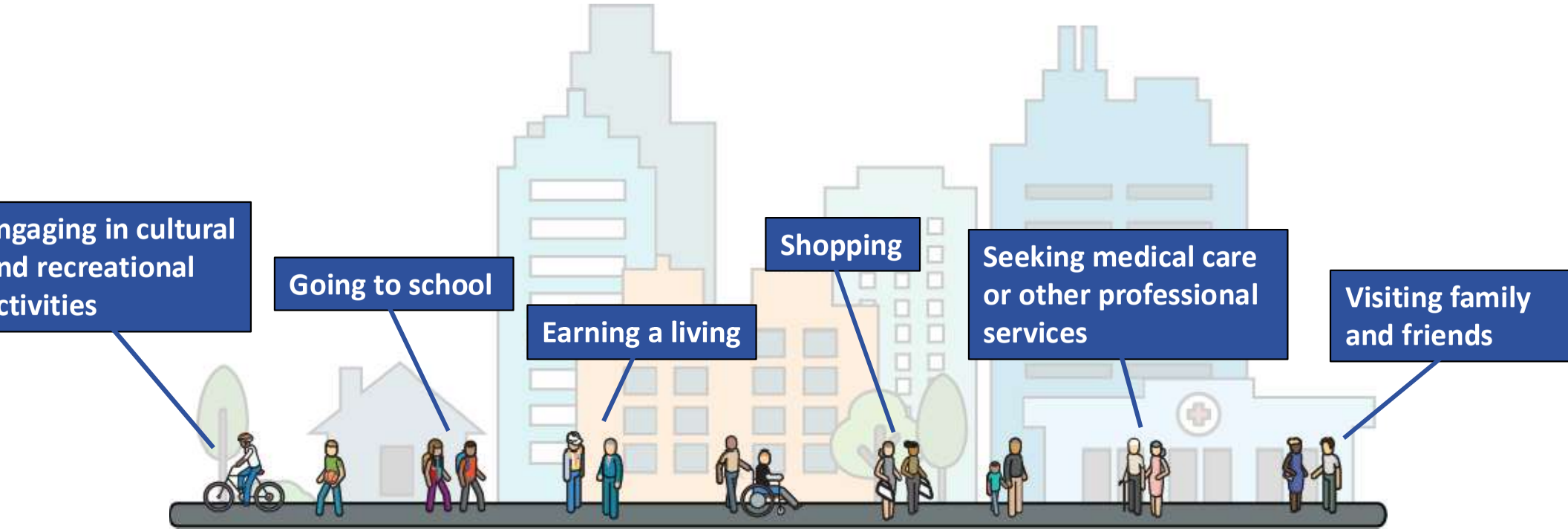
hy focus on ridership and speed?

ansit is about more than moving people around. It also about helping people participate in society d the economy, including:



A successful transit system attracts high ridership because it moves people faster and more reliably so they can go about their lives with greater opportunities and more time to do so.

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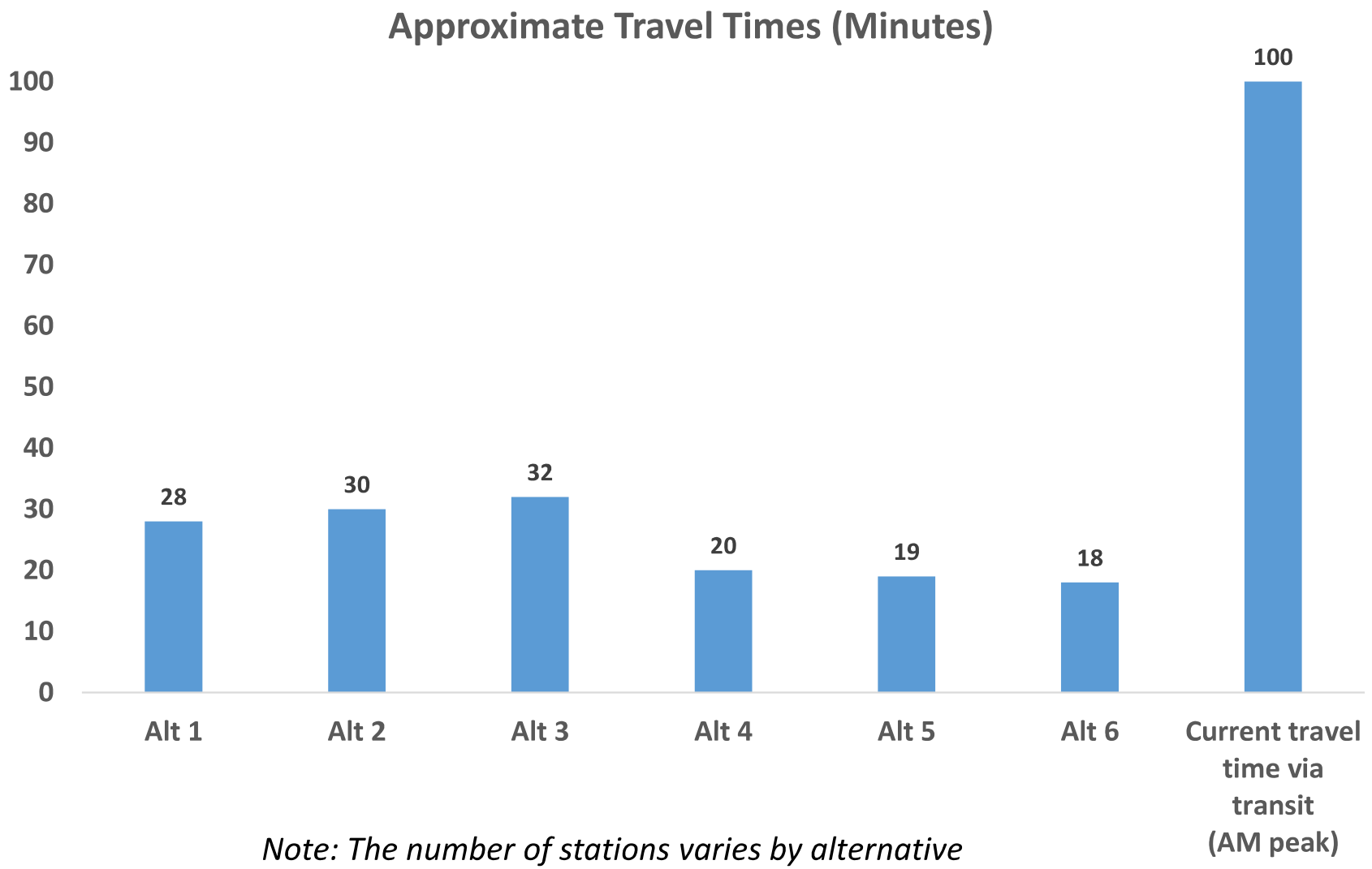
ravel Times
ro

-to-End (Van Nuys Metrolink to E Line) Travel Times



Note: The number of stations varies by alternative

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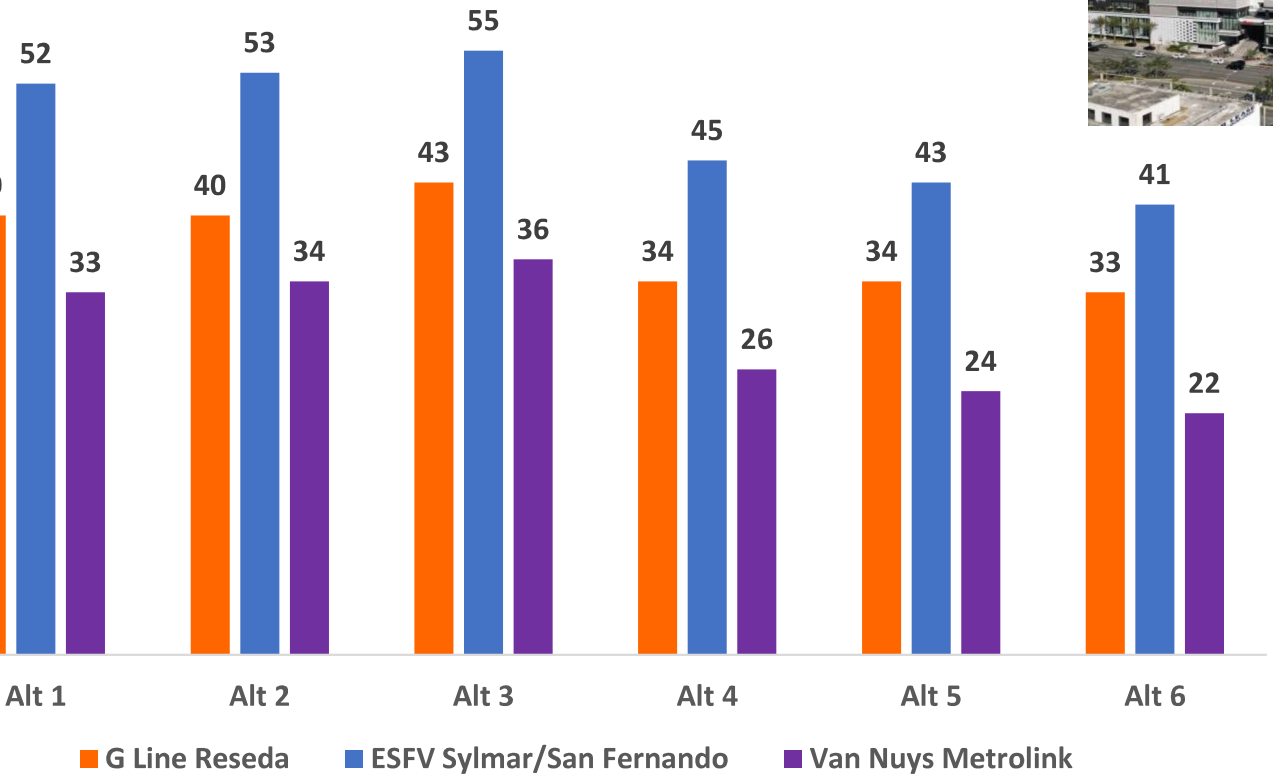
vel Times to/from D Line Century City Station



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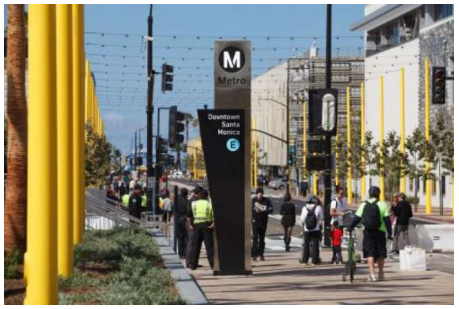
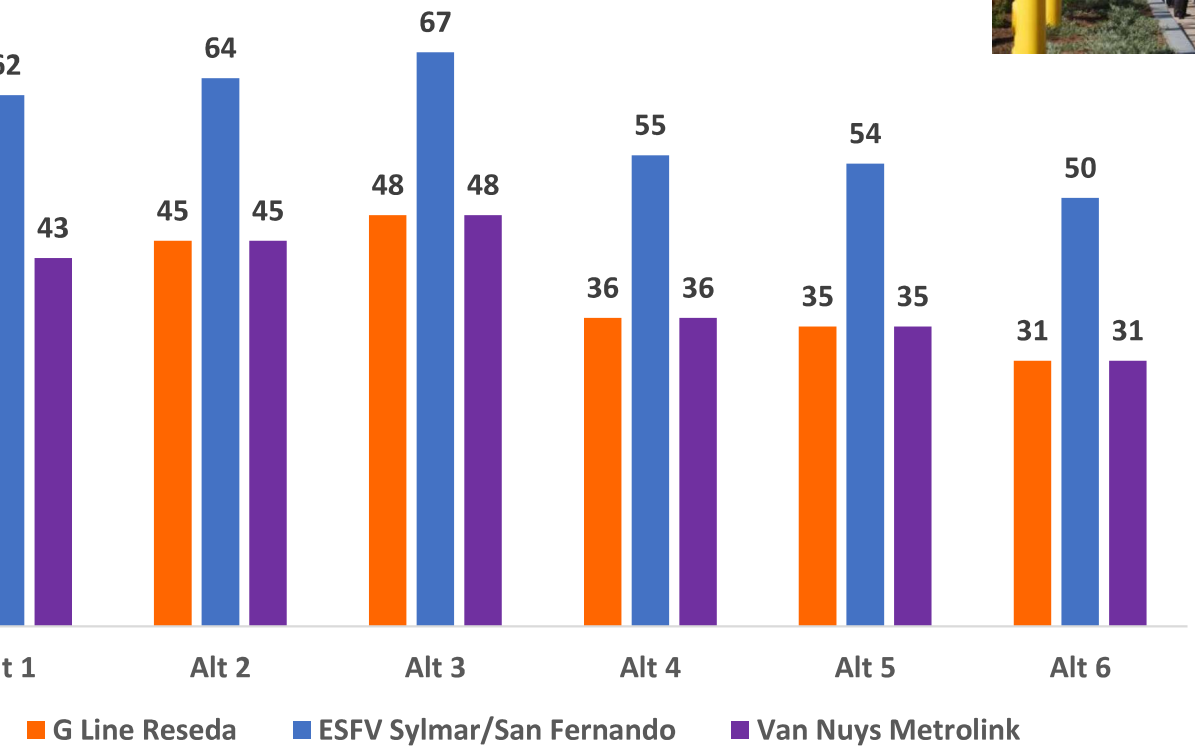
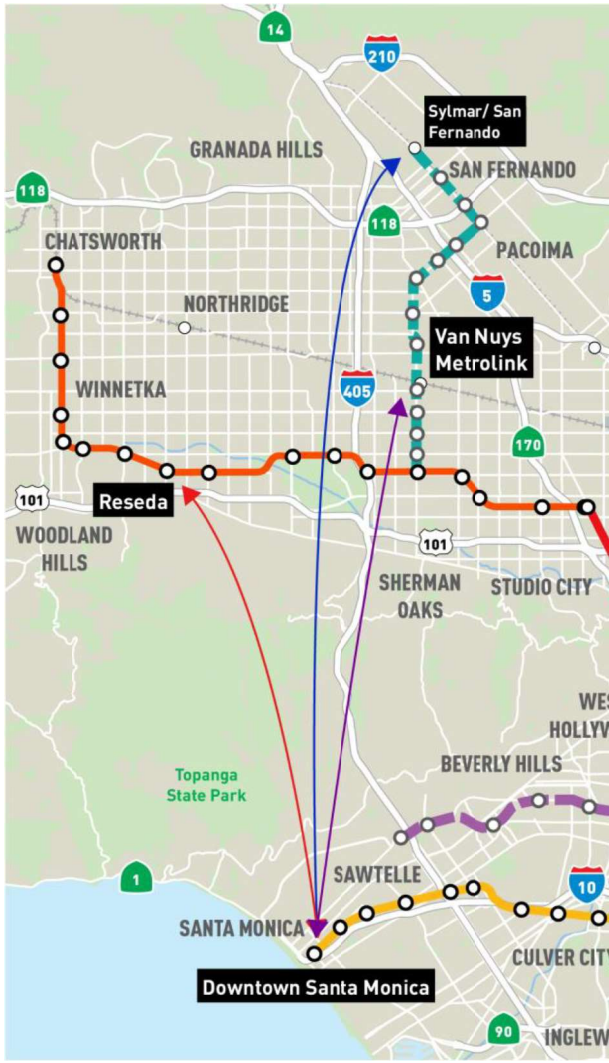
Projected travel times account for transfers and peak period frequency

el Times to/from E Line Downtown Santa Monica Station

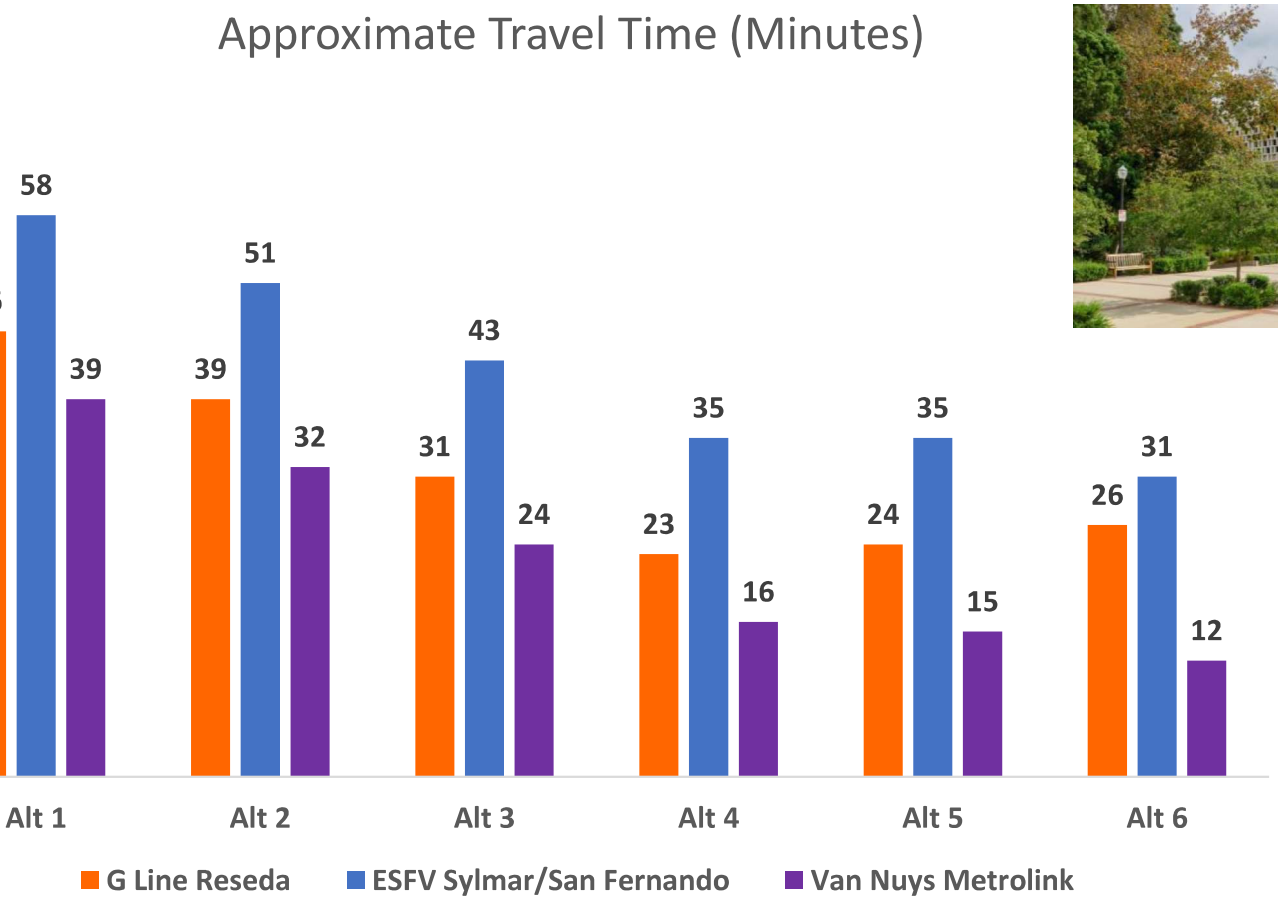


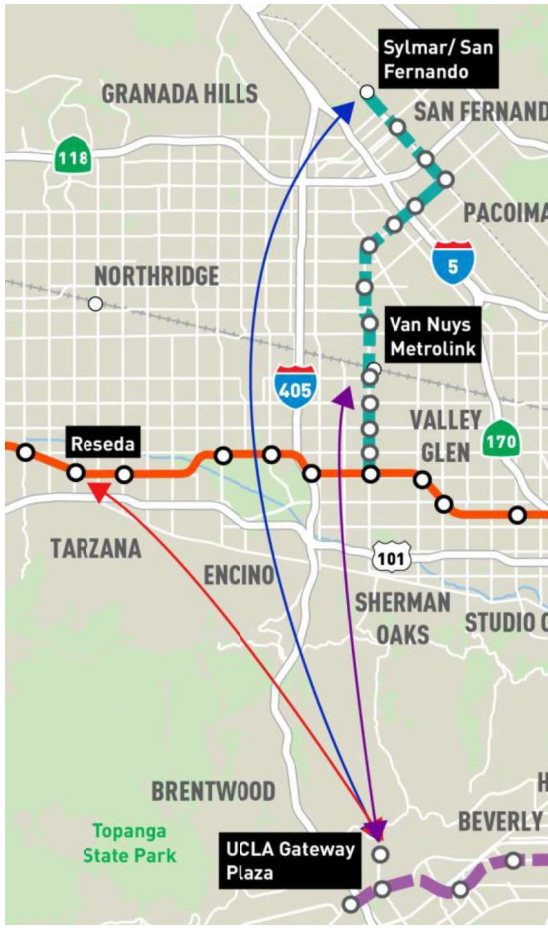




Projected travel times account for transfers and peak period frequency

vel Times to/from UCLA Gateway Plaza





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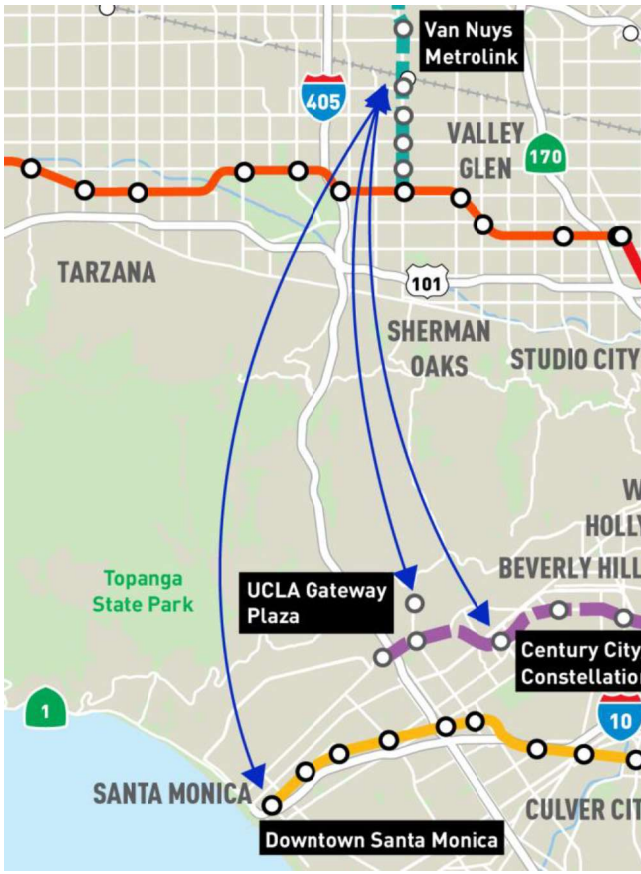
Projected travel times account for transfers and peak period frequency

Alternatives Offer Significant Travel Time Savings

rom Van Nuys rolink Station to	Current Travel Time by Car (AM Peak) *Google Maps*	Projected Travel Time by Rail (all alternatives)
A way Plaza	40-90 minutes	12-39 minutes
ne ury City Station	35-85 minutes	22-36 minutes
e a Monica	45-100 minutes	31-48 minutes



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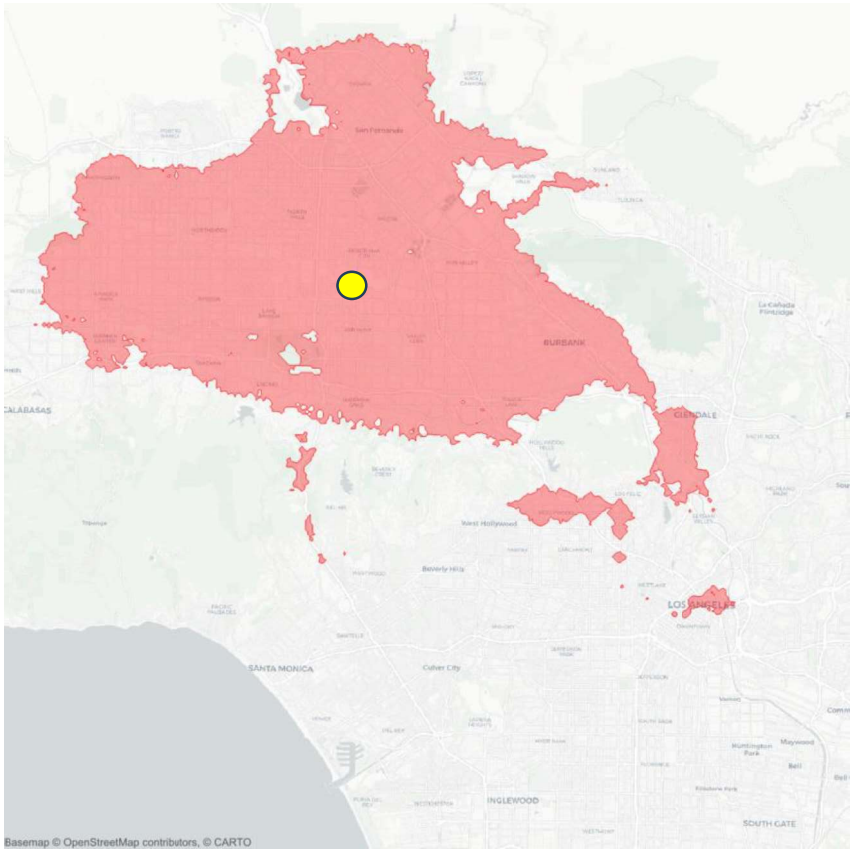
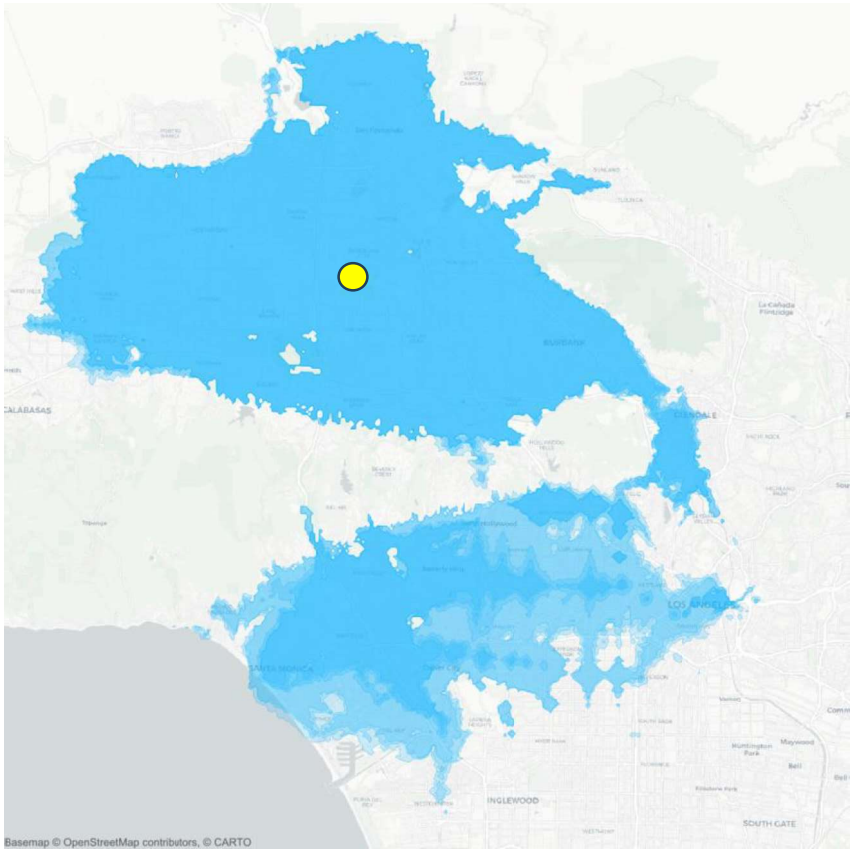
Projected rail travel times account for transfers, including distance and peak period frequency

here you can go in 60 minutes via transit from:
n Nuys/Metrolink Station – AM peak

No Project



Project Alternatives

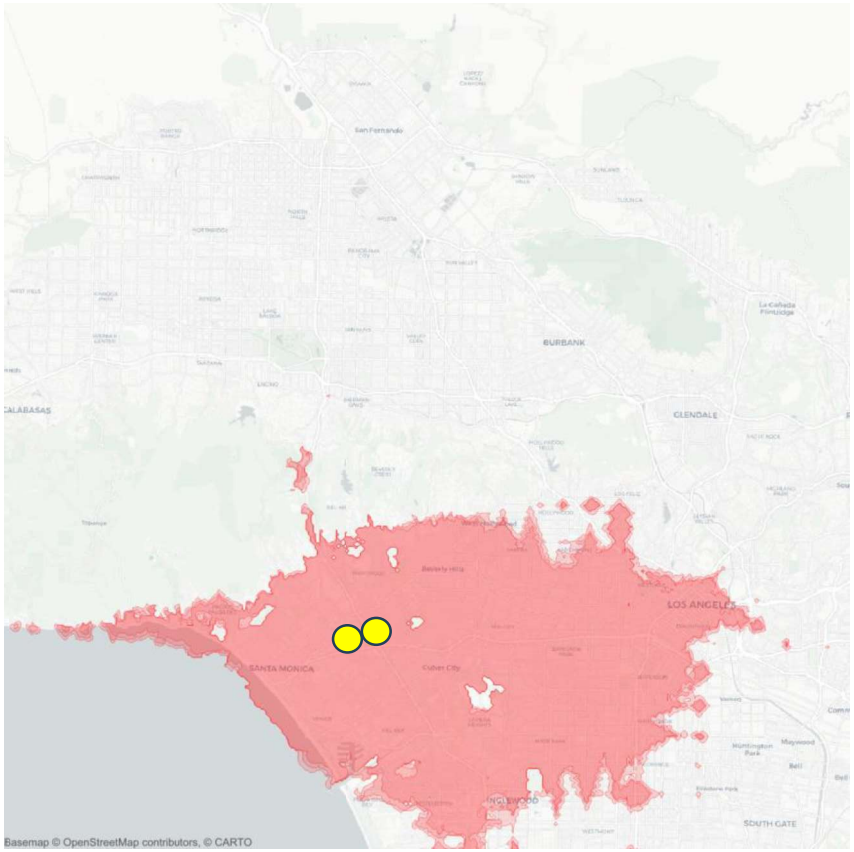


The varying shades of blue reflect differences between the alternatives, with darker blue indicating more alternatives that reach a given location and lighter blue representing fewer alternatives reaching a given location.

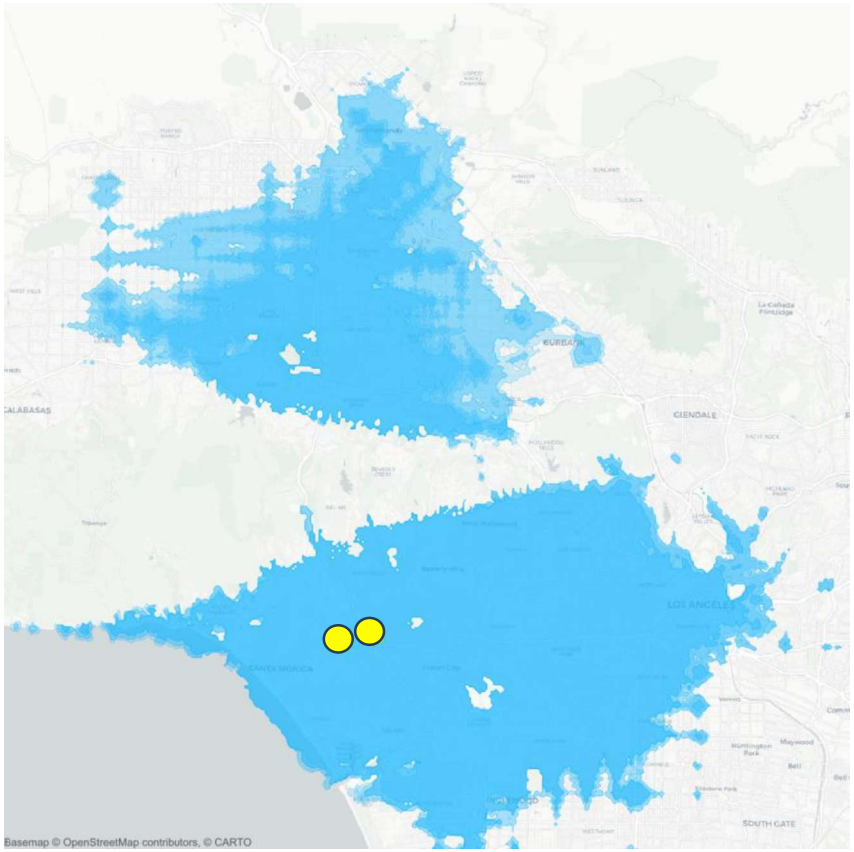
Metro

here You Can Go in 60 Minutes from:
po/Bundy or Expo/Sepulveda station – PM peak

No Project



Project Alternatives



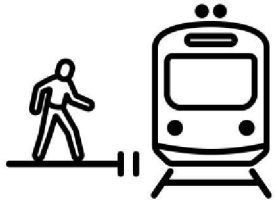
The varying shades of blue reflect differences between the alternatives, with darker blue indicating more alternatives that reach a given location and lighter blue representing fewer alternatives reaching a given location.

Metro

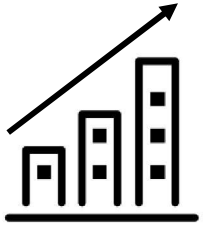
Boardings by Alternative

dership Forecasting Tells Us

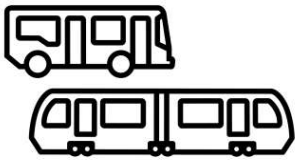
many people
it



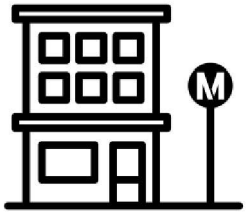
Who benefits from the transit system



How much they benefit



How people will access the transit system

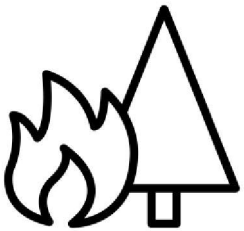


Which destinations are most important to riders

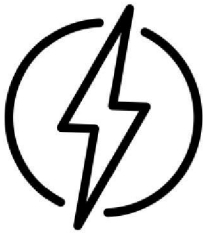
Why people
making trip
(e.g., work,
shopping, e

ership forecasts inform the analysis of environmental impacts:

Air Quality: Transit ridership reduces air pollution by reducing driving



Climate Change: Transit ridership reduces greenhouse gas emissions



Energy: Transit ridershi
reduces energy usage

Metro

the Ridership Model is Developed

elopment

nputs based on Southern California
ssociation of Governments (SCAG)
egional Model

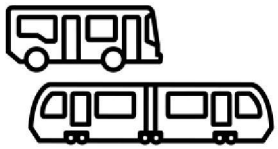
eviewed by Federal Transit
dministration

sed on all Metro rail projects

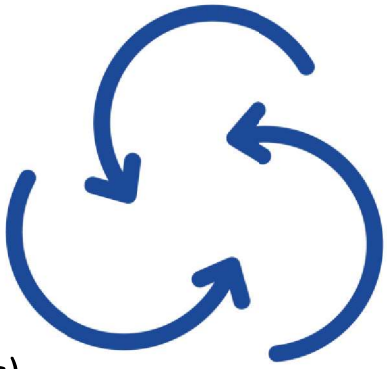
orecasts 2045 conditions

Inputs

2045 socioeconomic data (e.g., expecte
population, employment, and college
enrollment throughout the region)



2045 transit network
(e.g., commuter rail,
heavy rail, light rail, bus)



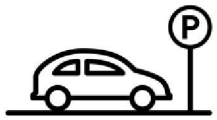
2045 roadway netw
(e.g., freeways, carp
ExpressLanes, arteri

etro

ors that Affect Transit Ridership

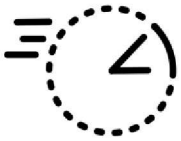
- opulation, employment, college nrollment near stations

- ation parking

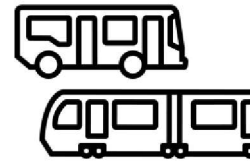


- ervice frequency

- ation-to-station travel time



- Distance of required transfer(s) from another bus or rail line



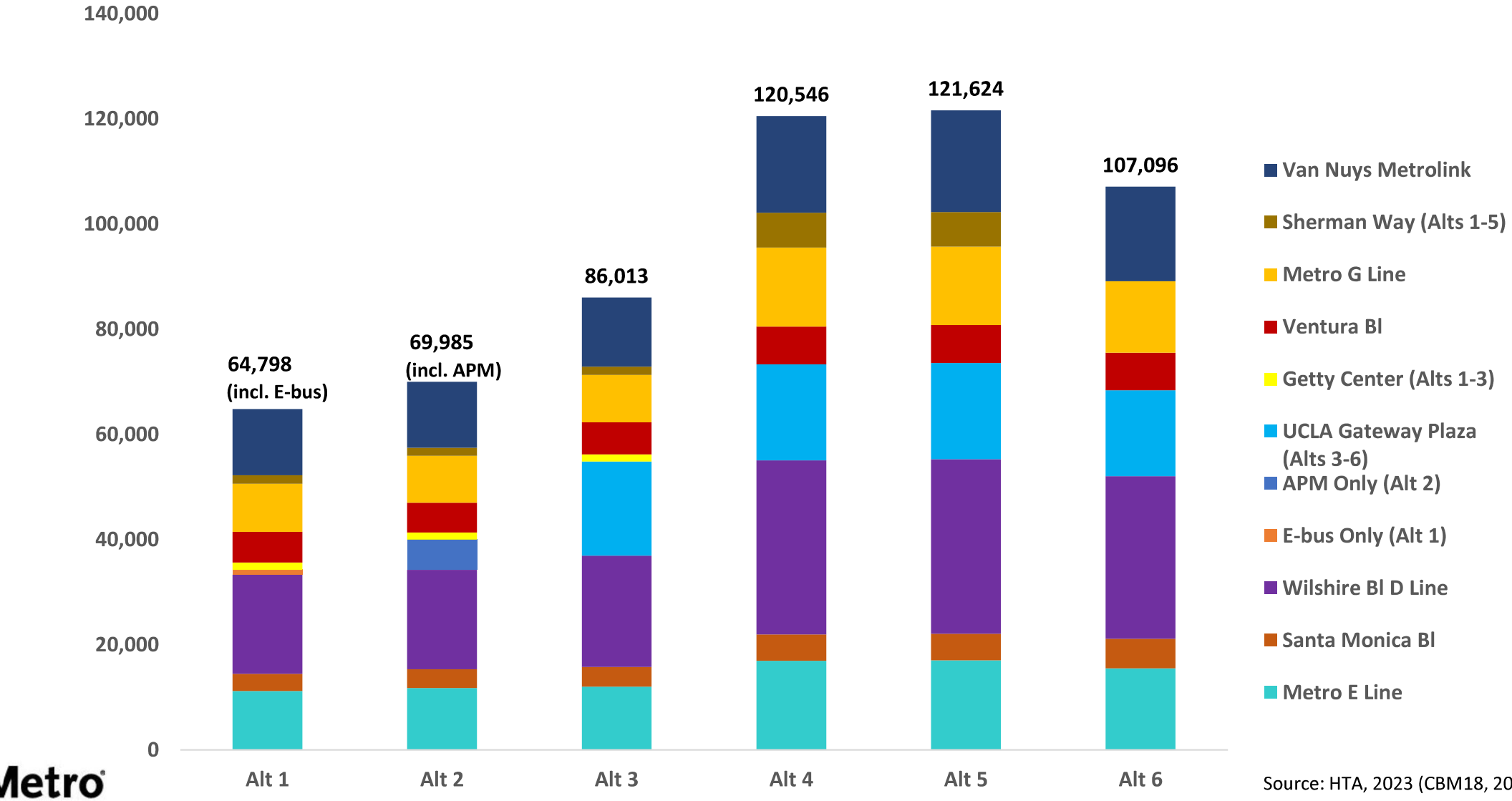
- Number of transfers required to make a trip

- Transit fares

- Auto operating cost

etro

rage Weekday Boardings by Station



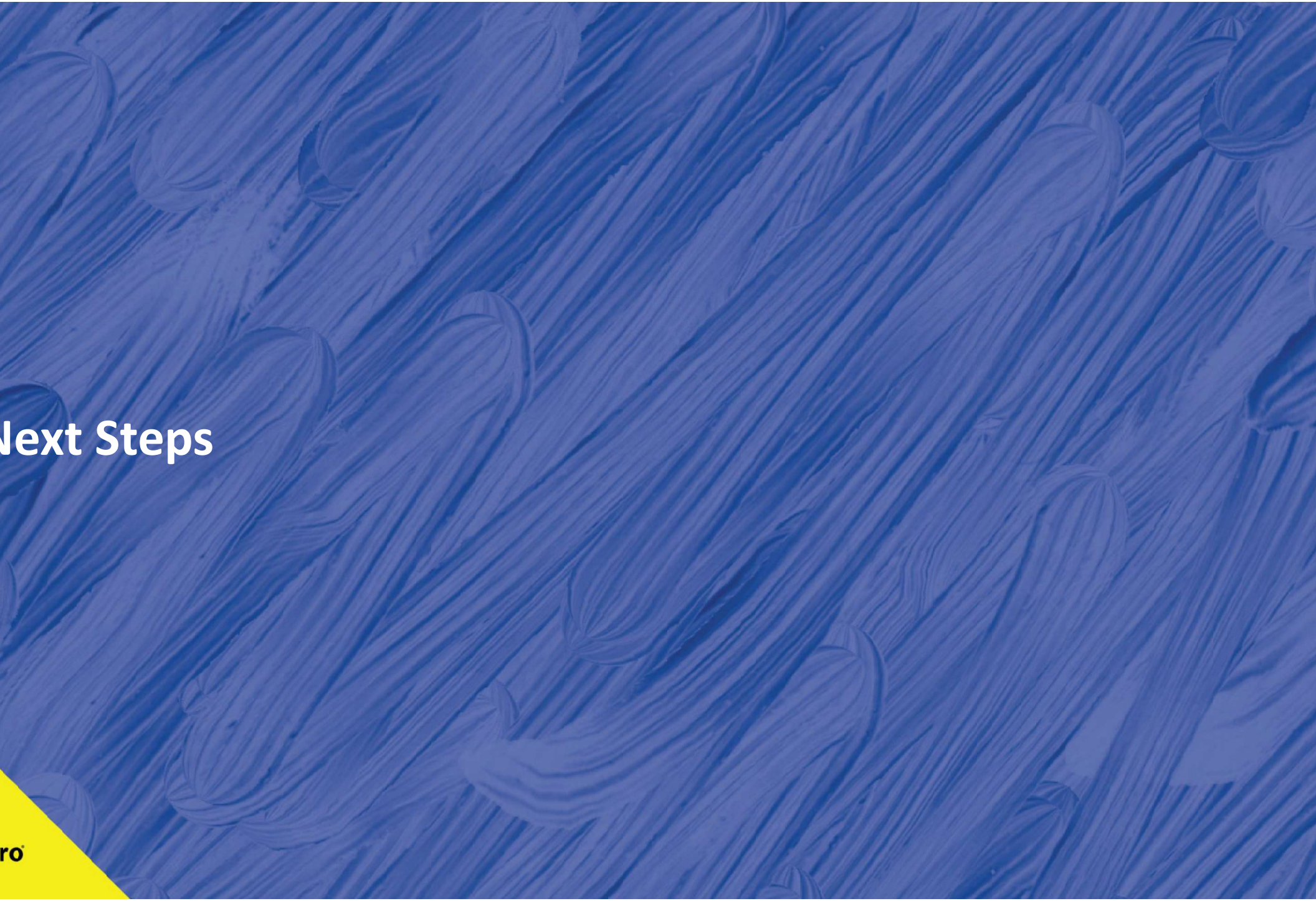
Source: HTA, 2023 (CBM18, 20

All alternatives are projected to meet the passenger capacity requirements set by Metro

rage Weekday Boardings by Station

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Van Nuys Metrolink	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alts 1-5)	1,587	1,532	1,574	6,637	6,587	-
Metro G Line	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alts 1-3)	1,393	1,346	1,335	-	-	-
UCLA Gateway Plaza (Alts 3-6)	-	-	17,909	18,252	18,294	16,322
E-bus only (Alt 1)	900	-	-	-	-	-
APM only (Alt 2)	-	5,787	-	-	-	-
Wilshire Bl D Line	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Metro E Line	11,179	11,778	12,025	16,936	17,038	15,518

etro


Next Steps

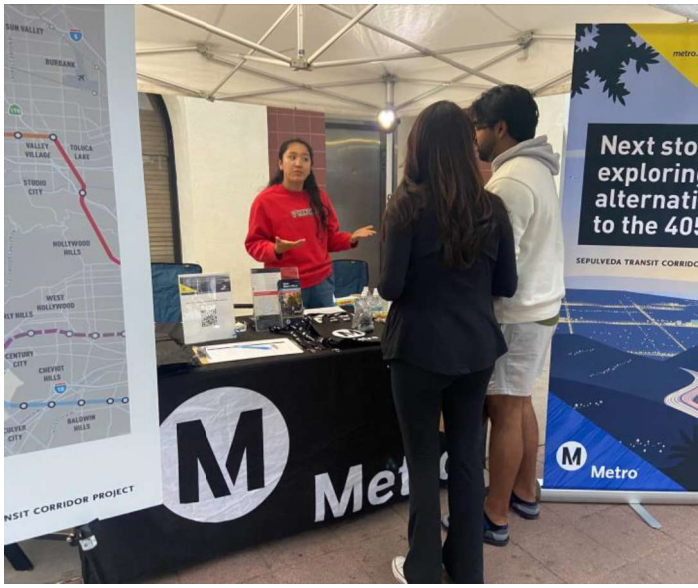
t Steps

ngoing technical analysis of alternatives

ture community updates as new information ecomes available

ture topics will include:

- Cost estimates
- Environmental impacts from construction and operations, including:
  - Traffic
  - Noise/vibration
  - Property
- Mitigation measures
- Construction schedule
- Project benefits



etro

portunities for Feedback

eholders are welcome to submit input!

or Sepulveda Transit Corridor (STC):

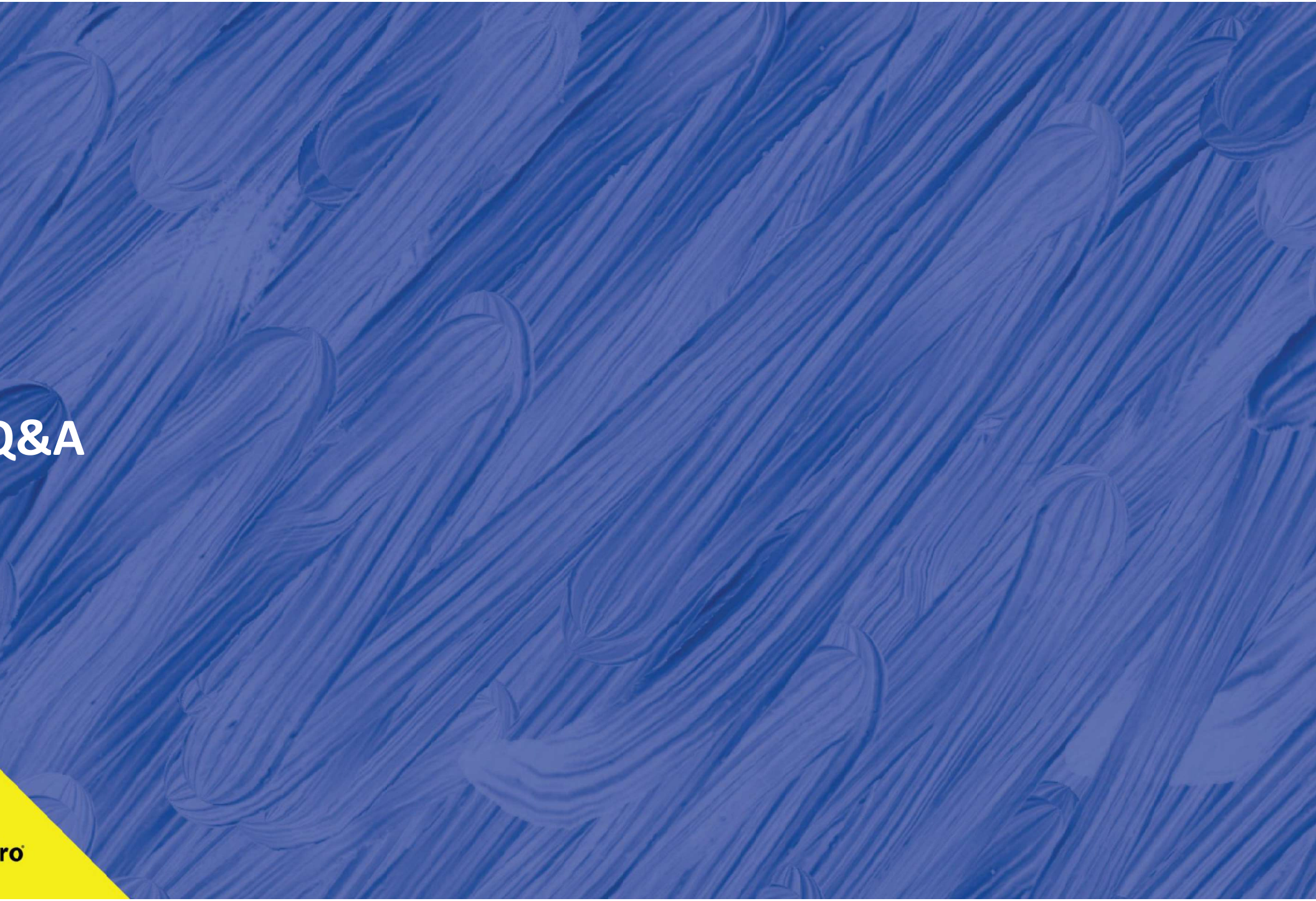
- Using QR code, or
- Via email at: sepulvedatransit@metro.net

se provide STC comments by ***Thursday, November 30, 2023***

or I-405 ExpressLanes: 405ExpressLanes@metro.net

or Traffic Reduction Study: trafficreduction@metro.net

etro


Q&A

v to Submit Questions

ank you for joining us!

e look forward to hearing from you

u're welcome to submit questions regarding e Sepulveda Transit Corridor Project using a &A card

e'll answer as many questions as we can in the me available, focusing on questions of broadest terest

l questions (including those we can't get to day) will be shared with the project teams for eir consideration

etro

y 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

etro

Appendix G.2

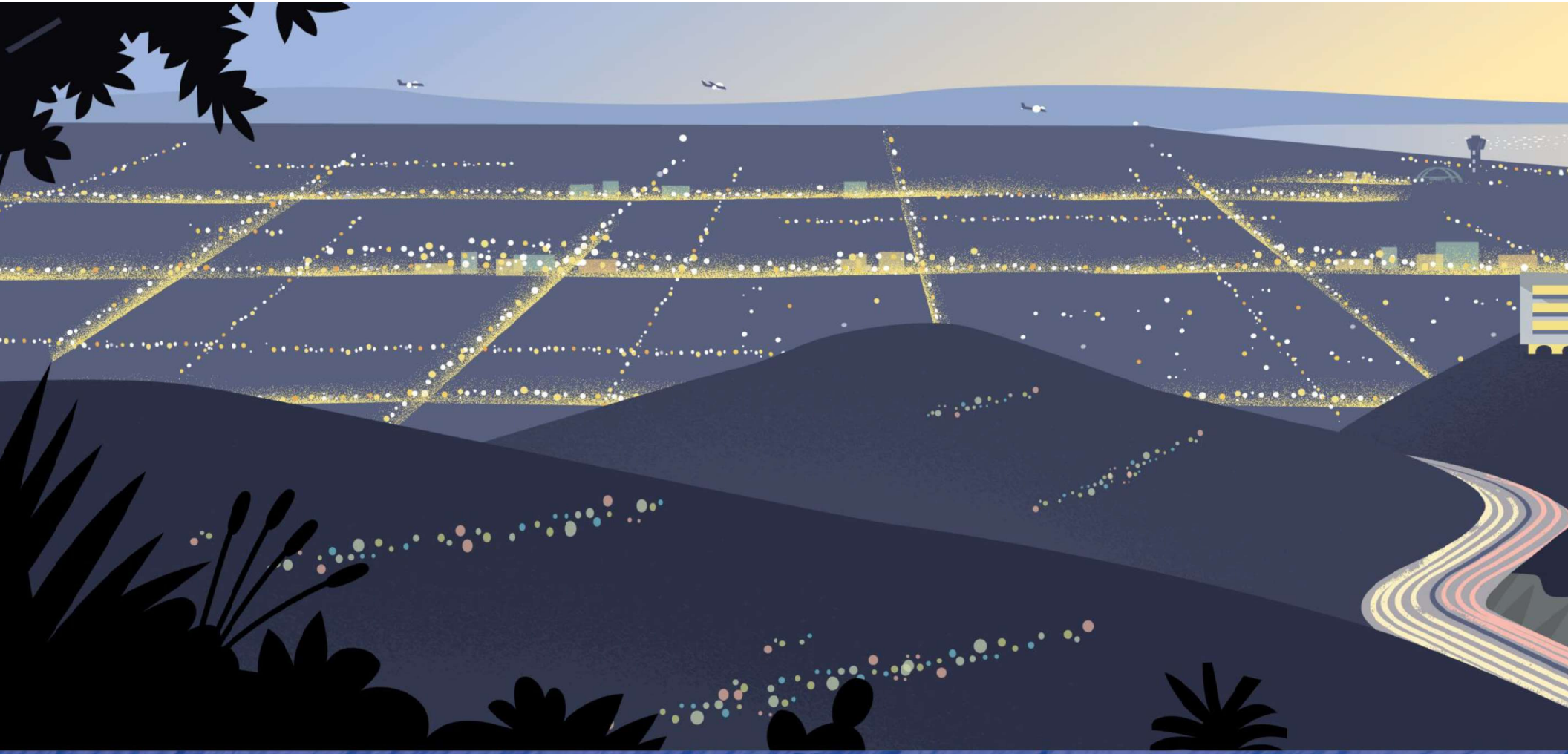
Sepulveda Community Meeting Presentation Spanish

¡Bienvenidos!

Comenzaremos en unos minutos

Reunión de Actualización Comunitaria

Octubre de 2023



We're exploring alternatives to the 405.

Estamos explorando alternativas para la 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

ligo de Conducta

ro se compromete a garantizar que s los participantes puedan compartir deas, comentarios e inquietudes sobre proyecto de manera justa y clara. Para lar un proceso seguro y equitativo, les tamos su ayuda.

Durante esta reunión, por favor:

> Respete el formato de la reunión

> Trate a los miembros de la comunidad, representantes de las agencias, al persona Metro y a otras personas con respeto

> Dirija todos sus comentarios al personal y consultores de Metro.

> Mantenga un tono conversacional

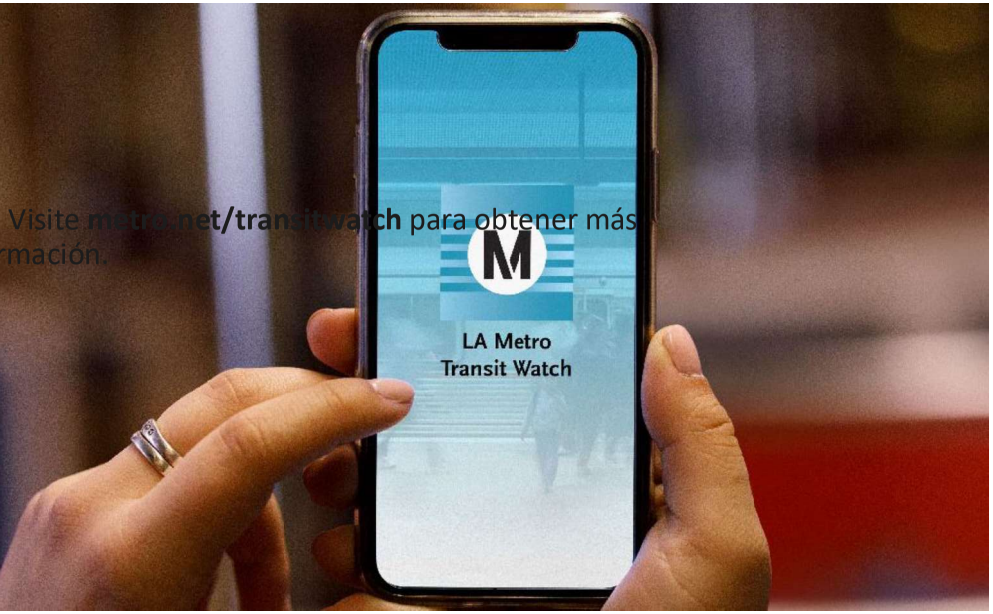
Metro

¡Transporte público gratuito para estudiantes con GoPass!

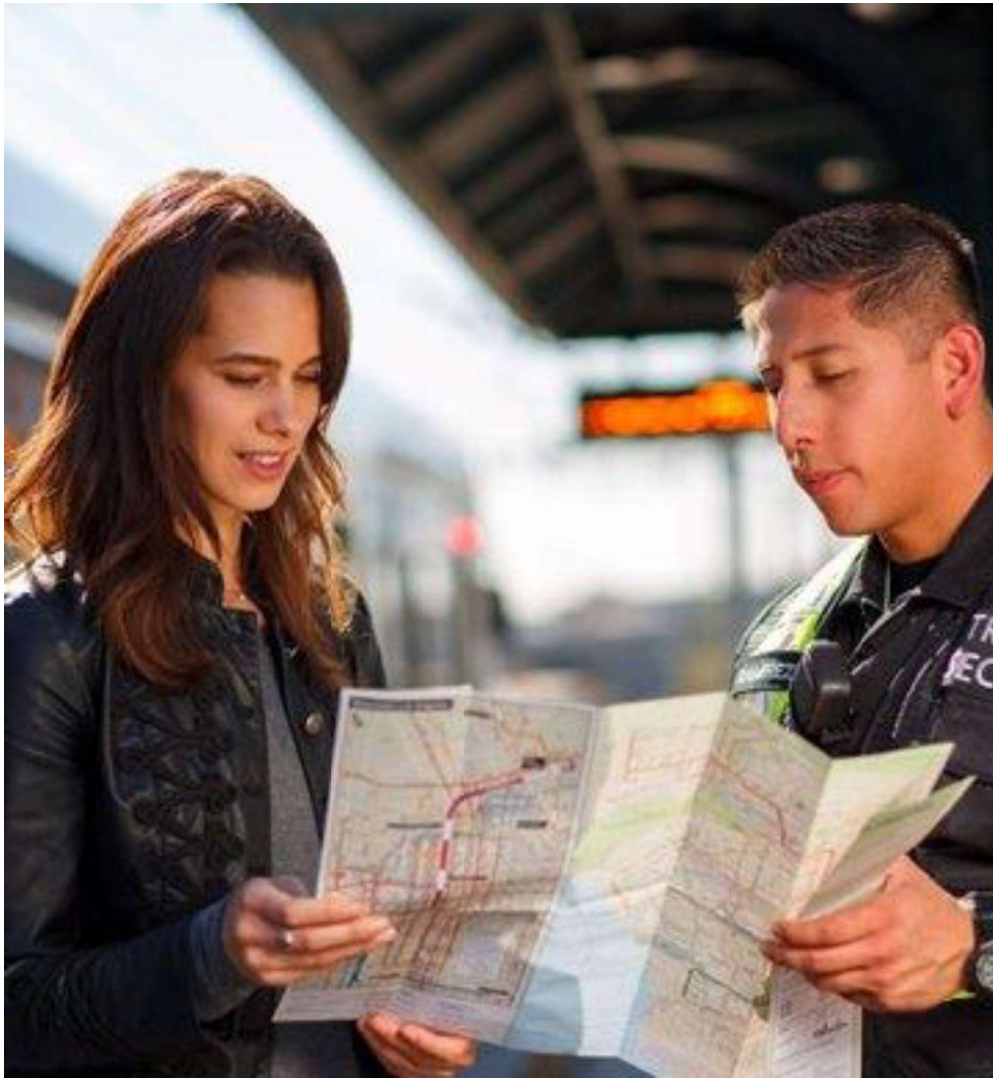
Los estudiantes de escuelas de K-12 y colegios comunitarios participantes viaja gratis en Metro y otras agencias de transporte público.

Para saber si su distrito está participando comuníquese con su escuela o visite metro.net/gopass.

uridad A Bordo



te metro.net/transitwatch para obtener
s información.



Metro tiene un plan para facilitar el desplazamiento. La barrera natural creada por la Sierra de Santa Monica hace que viajar entre el Valley y el Westside sea todo un desafío - y requerirá innovación y múltiples soluciones.

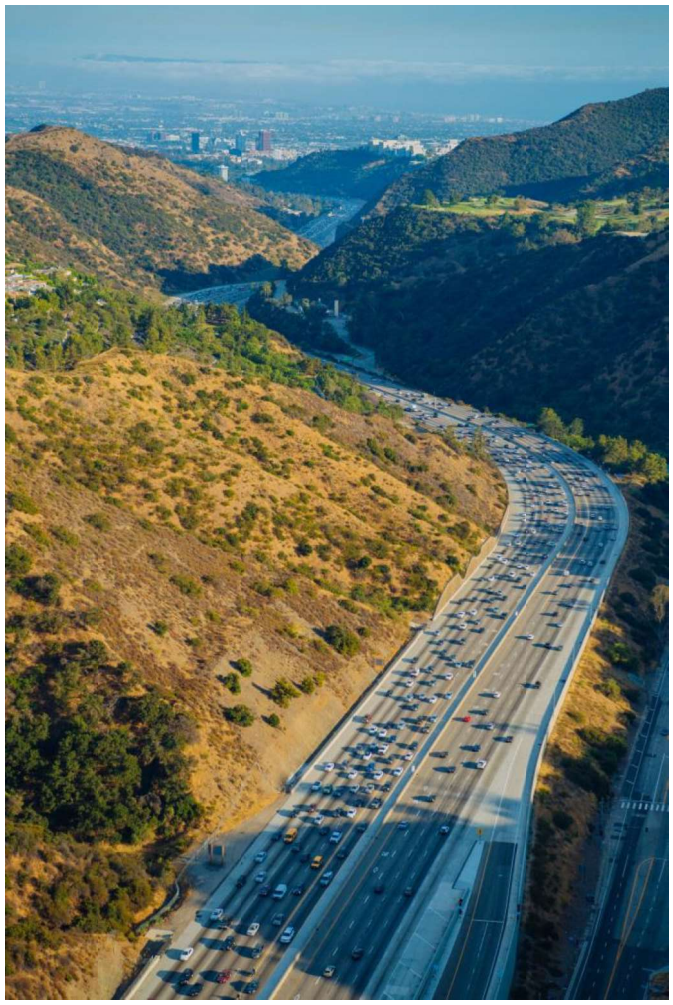
ro

escripción General de la Reunión

Metro está buscando llevar a cabo tres proyectos separados, cada uno de los cuales abordaría de forma independiente los viajes en el Sepulveda Pass y la cordillera.

El Estudio de Reducción de Tráfico, el Corredor de Transporte de Sepulveda y los ExpressLanes del Sepulveda Pass de la I-405 son proyectos que se encuentran bajo estudio.

La presentación de hoy se centrará en el Proyecto del Corredor de Transporte de Sepulveda, incluyendo los tiempos de viaje y abordajes para las seis alternativas del proyecto.



Metro

estro plan entrelaza esfuerzos en cuatro áreas.

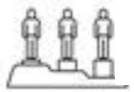
Mejor Transporte

Menos Congestión

Calles Completas

Acceso a la Oportunidad

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

 Equidad Sustentabilidad

etro

no Enviar Preguntas y Comentarios

racias por acompañarnos!

uedamos a la espera de sus comentarios

ede hacer preguntas sobre el Proyecto del Corredor de ansporte de Sepulveda utilizando las tarjetas de eguntas y Respuestas

sponderemos tantas preguntas como podamos en el mpo que tengamos disponible, enfocándonos en las eguntas de mayor interés

das las preguntas (incluyendo aquellos que no yamos podido responder el día de hoy) se compartirán n los equipos del proyecto para su consideración

etro

genda

Bienvenida
Descripción General de la Reunión
Descripción del Proyecto; Resumen de las Reuniones Anteriores
Estudio Ambiental
Alternativas del Proyecto
Tiempos de Viaje
- De Extremo a Extremo y a Destinos Clave

Abordajes
- Proyección de Abordajes; Abordajes por Alternativa

Próximos Pasos
Comentarios

Metro

yecto del Corredor de Transporte de Sepulveda

proyecto propuesto creará una
ternativa de servicio de transporte de
en confiable y de alta calidad que
nectará el San Fernando Valley y el
estside.

das las alternativas tendrían:

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

etro

Donde Hemos Estado y Lo Que Hemos Escuchado: Alcance

oviembre de 2021: Arranque del Estudio con el Alcance

Resumen de los conceptos que están siendo estudiados y el proceso ambiental.

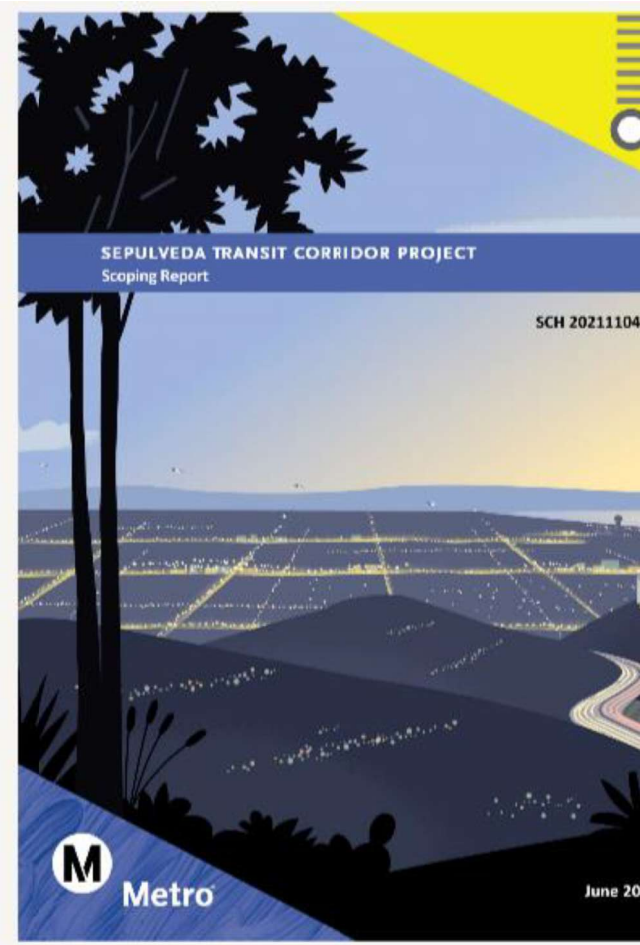
Tres reuniones virtuales de alcance, más de 550 asistentes

Se recibieron más de 3,100 comentarios de alcance, centrados en:

- Apoyo u oposición a alternativas o modos específicos
- Preocupaciones ambientales, incluyendo impactos acumulativos, impactos en el transporte y tráfico, bienes raíces y adquisiciones, impactos en la comunidad y el vecindario, e impactos por ruido y vibraciones.
- Preocupaciones de equidad, incluyendo el acceso a recursos educativos, laborales y médicos.

unio de 2022: Resumen de los comentarios recibidos durante el alcance

Actualización virtual, 240 asistentes



etro

Donde Hemos Estado y Lo Que Hemos Escuchado:
caciones de las Estaciones

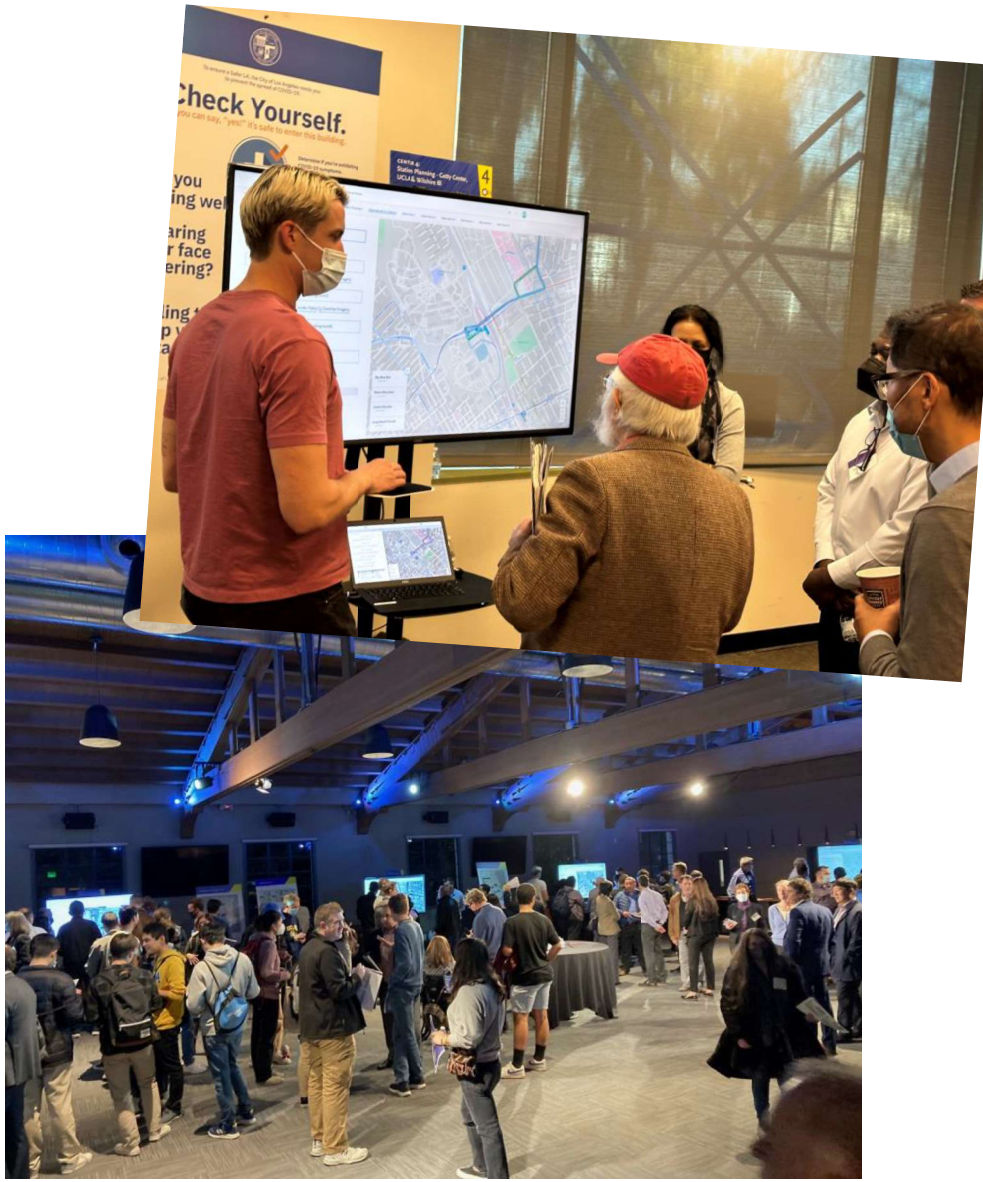
nero de 2023: Sesiones de Puertas Abiertas

Centros de información interactivos que muestran las ubicaciones, entradas y conexiones de las estaciones propuestas para todas las alternativas.

Dos sesiones de puertas abiertas presenciales y una virtual; más de 500 asistentes

Se recibieron más de 1,800 formularios de comentarios, centrados en:

- Interés por las alternativas de tren pesado
- Apoyo a una estación/parada en las instalaciones de UCLA
- Preguntas sobre las alternativas de monorriel y conexiones con autobuses eléctricos/Transportador de Personas Automatizado (APM)
- Importancia de la conectividad con las estaciones de la Línea D y E



etro

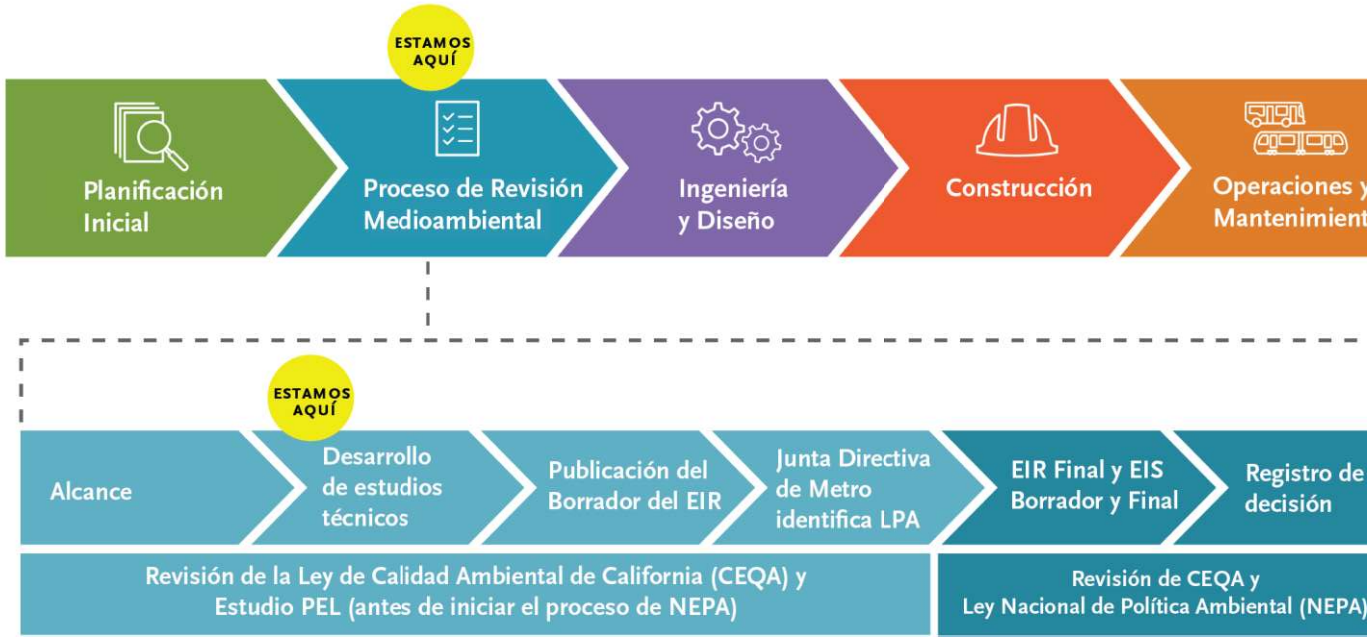
ceso de Revisión Ambiental

tro continúa realizando los udios técnicos para la revisión CEQA y al mismo tiempo está lizando un estudio PEL en aboración con la FTA para porcionar la coordinación cesaria para el eventual ceso NEPA.

spués de la publicación del R, se le pedirá a la Junta de tro que identifique una LPA.

teriormente, el FEIR y el S/FEIS serán preparados para npletar los procesos de CEQA EPA.

etro



Lista de Acrónimos

CEQA	Ley de Calidad Ambiental de California	FEIS	Declaración de Impacto A
DEIR	Borrador del Informe de Impacto Ambiental	FTA	Administración Federal d
DEIS	Borrador de la Declaración de Impacto Ambiental	LPA	Alternativa Localmente P
EIR	Informe de Impacto Ambiental	NEPA	Ley Nacional de Política A
EIS	Declaración de Impacto Ambiental	PEL	Planeación y Vinculación
FEIR	Informe de Impacto Ambiental Final		

Estudio Ambiental

rtes de la Evaluación del Proyecto

El análisis ambiental es un componente de la Evaluación del Proyecto y:

> Evaluará el desempeño y beneficios de las alternativas

> Estudiará los posibles impactos de la construcción, operación y mantenimiento

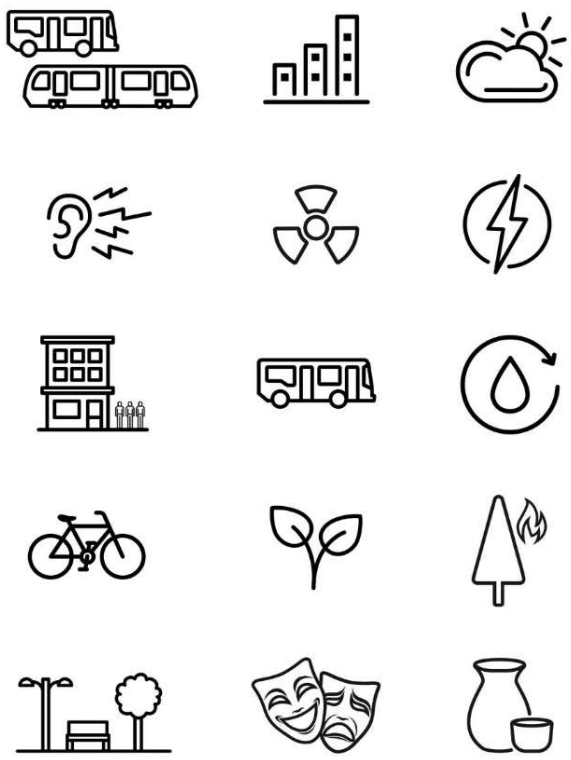
> Identificará los impactos acumulativos del proyecto en el medio ambiente

> Identificará y evaluará posibles medidas de mitigación para abordar posibles impactos adversos significativos

temas para el estudio ambiental incluyen

idad del Aire
munidad y Vecindario
osistemas y Recursos
lógicos
ergía
igros Geotécnicos, Subterráneos
ísmicos y
teriales Peligrosos
isiones de Gases de Efecto
ernadero
entivo al Crecimiento
cursos Históricos, Arqueológicos y
eontológicos

> Uso de Suelo y Desarrollo
> Ruido y Vibración
> Parques e Instalaciones Comunitarias
> Bienes Raíces y Adquisiciones
> Seguridad y Protección
> Transporte
> Recursos Culturales Tribales
> Calidad Visual y Estética
> Recursos Hídricos
> Incendios Forestales



etro

cripción General de las Alternativas del Proyecto

etro está estudiando seis
ernativas.

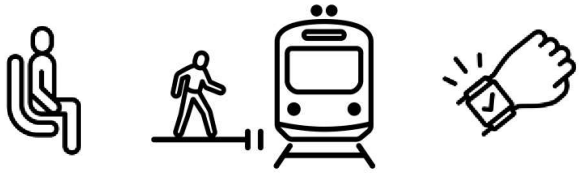
mbién se está considerando
a alternativa de Ningún
oyecto, según lo exige CEQA.

etro

ado Actual y Qué Sigue

nformación que se está compartiendo AHORA

- ✓ Desempeño de las alternativas:
  - Tiempos de viaje
    - De extremo a extremo
    - A destinos clave
  - Abordajes:
    - Totales para cada alternativa
    - Abordajes en la estación



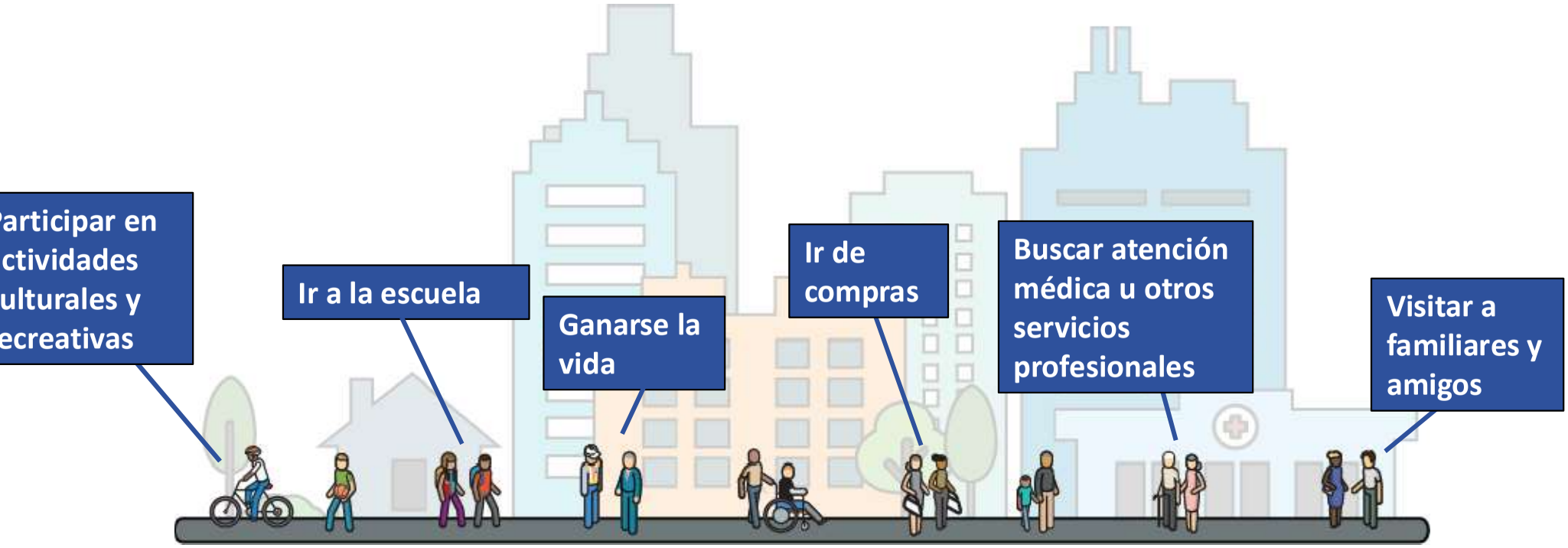
Información que se compartirá *a medida qu esté disponible a través del estudio*

- ✓ Costos
- ✓ Impactos de la construcción y operación
- ✓ Mitigaciones asociadas
- ✓ Horario de la construcción
- ✓ Beneficios del proyecto

etro

qué centrarse en el número de pasajeros y velocidad?

nsporte público es más que solo desplazar a personas. También es para ayudar a las personas a
ipar en la sociedad y economía, incluyendo:



Un sistema de transporte exitoso atrae un gran número de pasajeros porque transporta a las personas de manera más rápida y confiable para que puedan vivir sus vidas con mayores oportunidades y tener más tiempo para hacerlo.

Metro

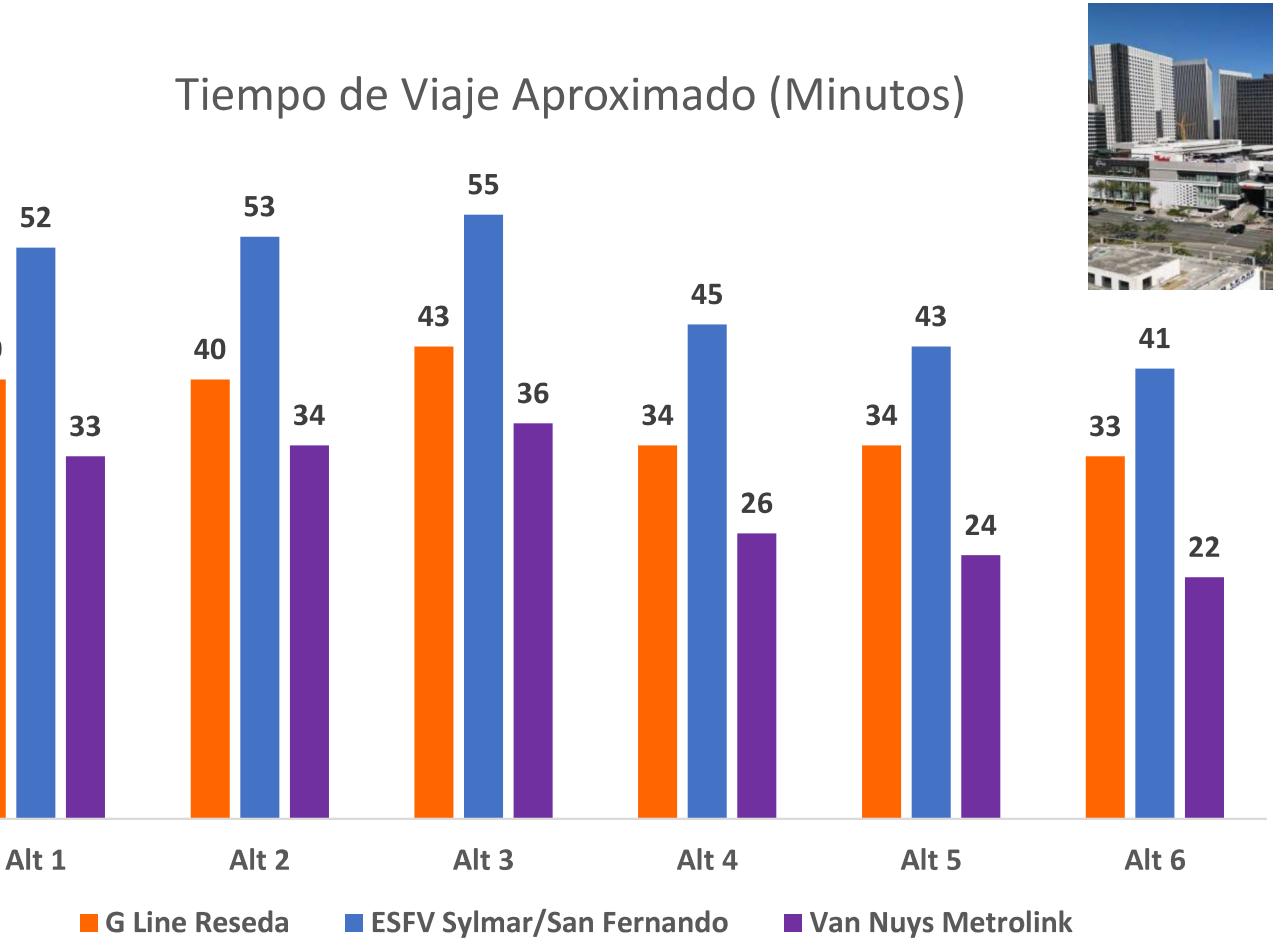
Tiempos de Viaje

os de Viaje de Extremo a Extremo (Van Nuys Metrolink a la Línea E)

Nota: La cantidad de estaciones varía según la alternativa.

etro

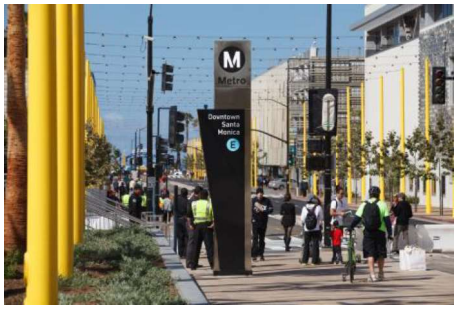
pos de Viaje hacia/desde la Estación Century City de la Línea D

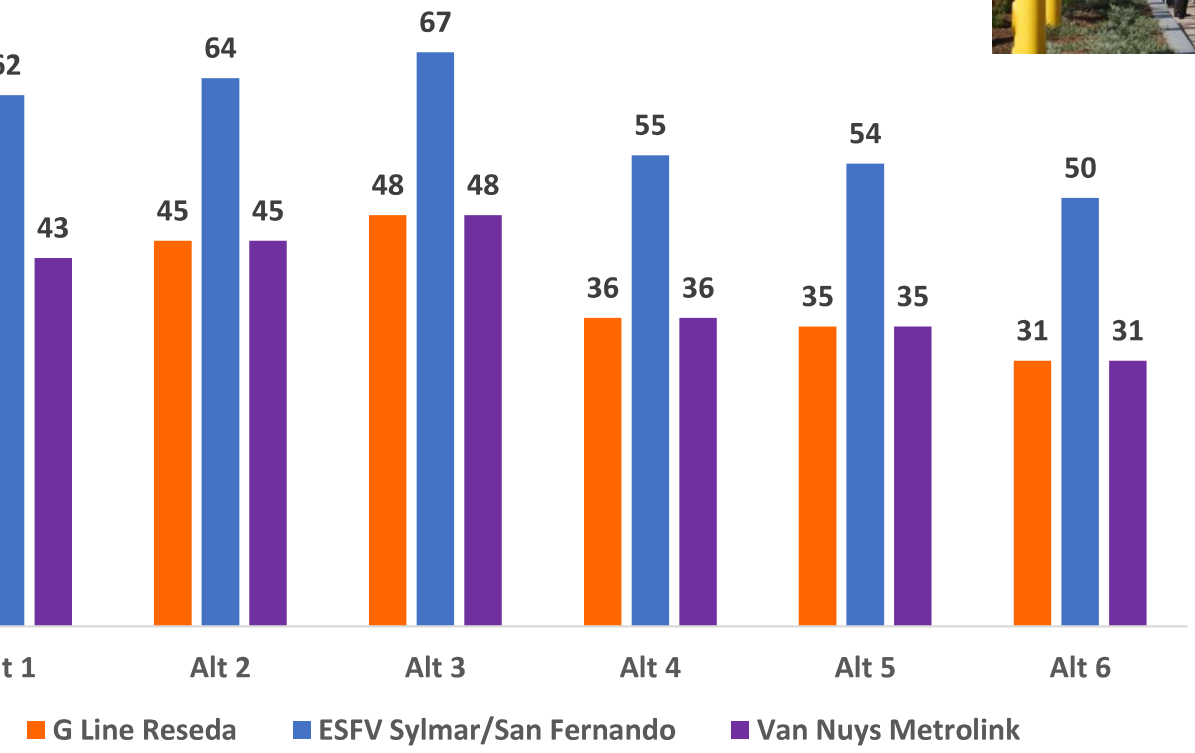


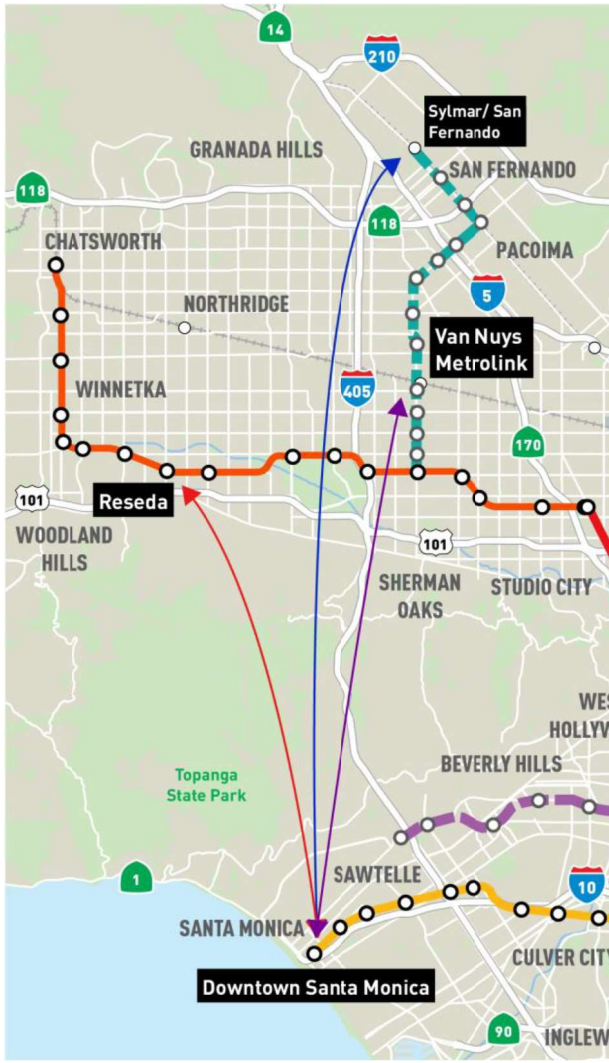
etro

Los tiempos de viaje proyectados toman en cuenta los transbordos, incluyendo la distancia y frecuencia en las horas pico

pos de viaje hacia/desde la Estación Downtown Santa Monica
Línea E

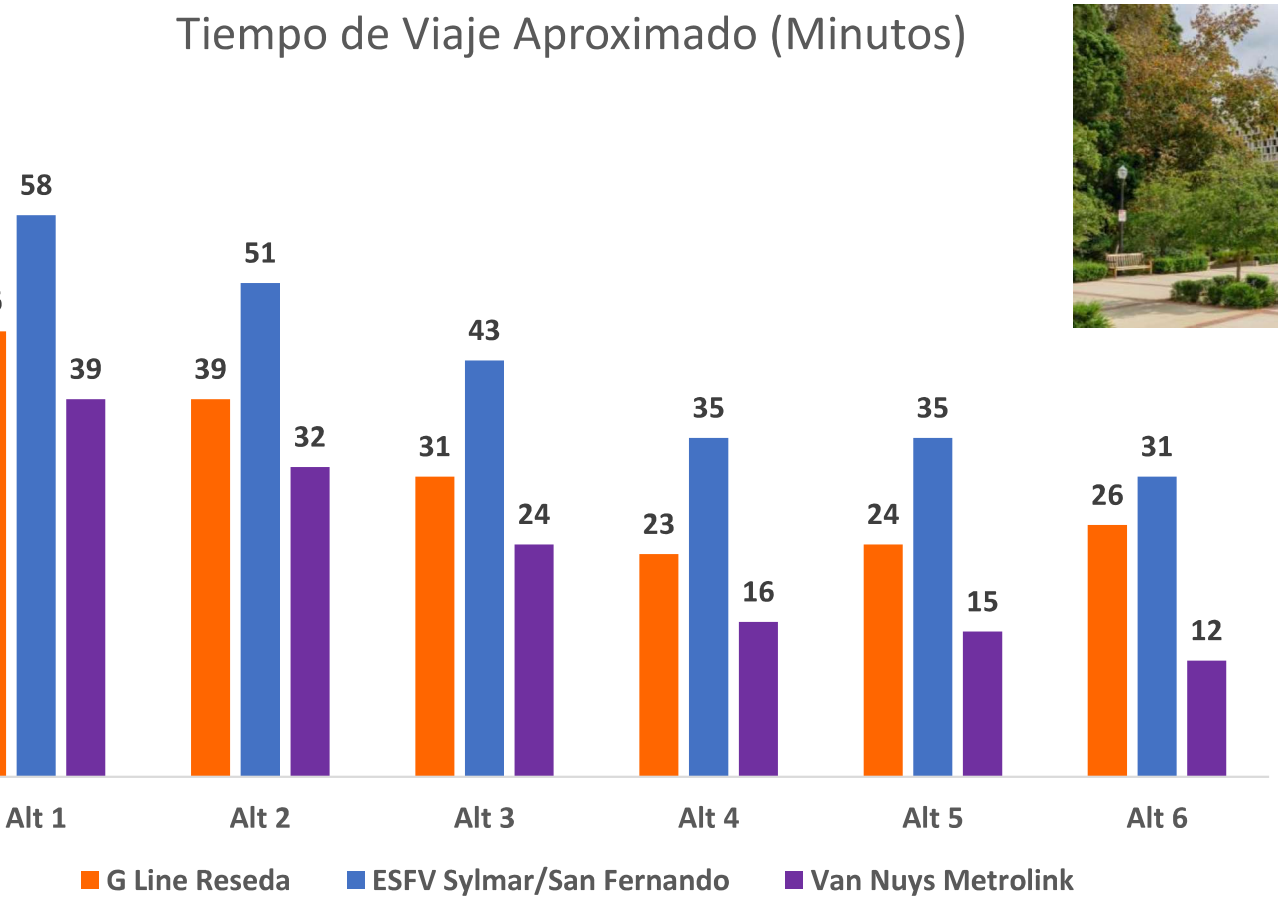


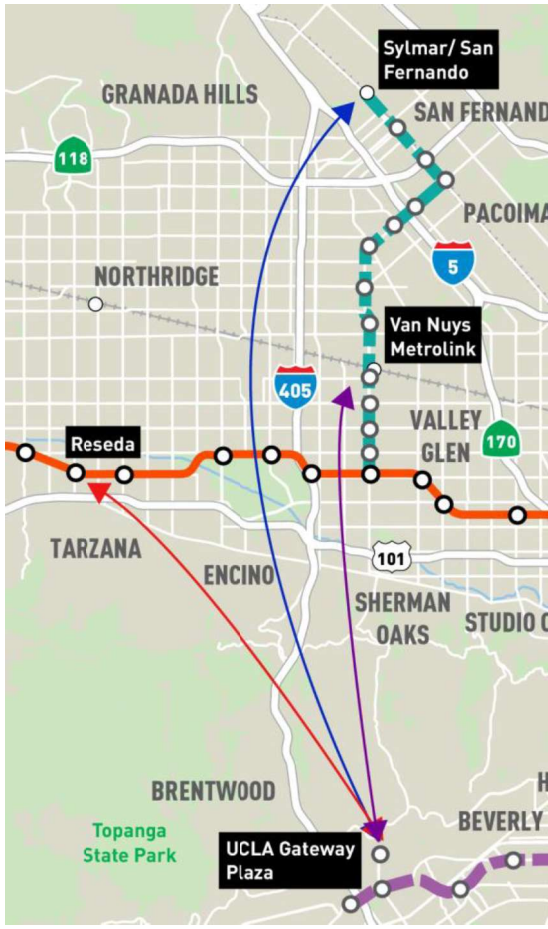




Los tiempos de viaje proyectados toman en cuenta los transbordos, incluyendo la distancia y frecuencia en las horas pico

npos de Viaje hacia/desde UCLA Gateway Plaza



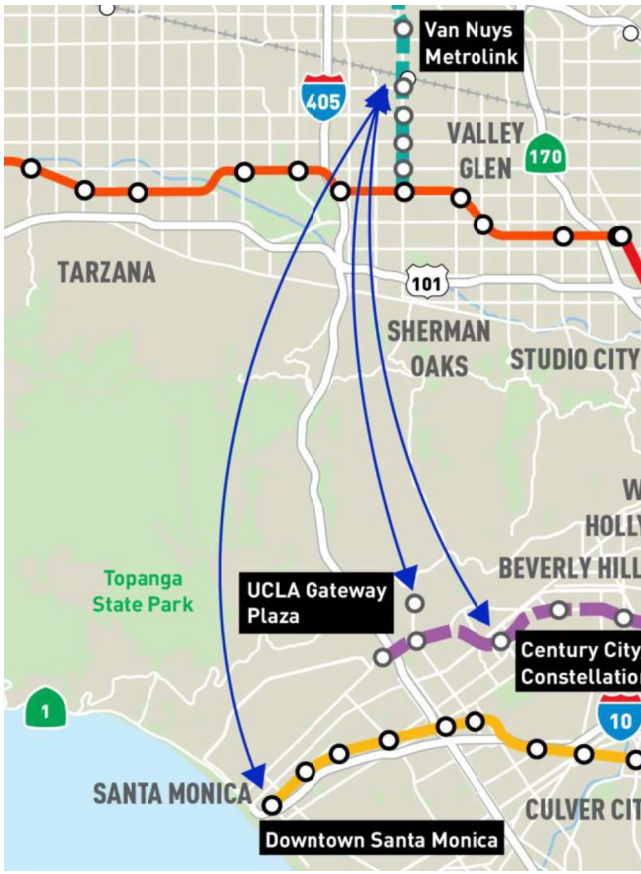


etro

Los tiempos de viaje proyectados toman en cuenta los transbordos, incluyendo la distancia y frecuencia en las horas pico

las Alternativas Ofrecen Importantes Ahorros en el Tiempo de Viaje

de la Estación Van Nuys de Metrolink a	Tiempo de Viaje Actual en Coche (Horas Pico AM) *Google Maps*	Tiempo de Viaje Proyectado en Tren (todas las alternativas)
A Gateway a	40-90 minutos	12-39 minutos
ción Century de la Línea D	35-85 minutos	22-36 minutos
a E Santa ica	45-100 minutos	31-48 minutos

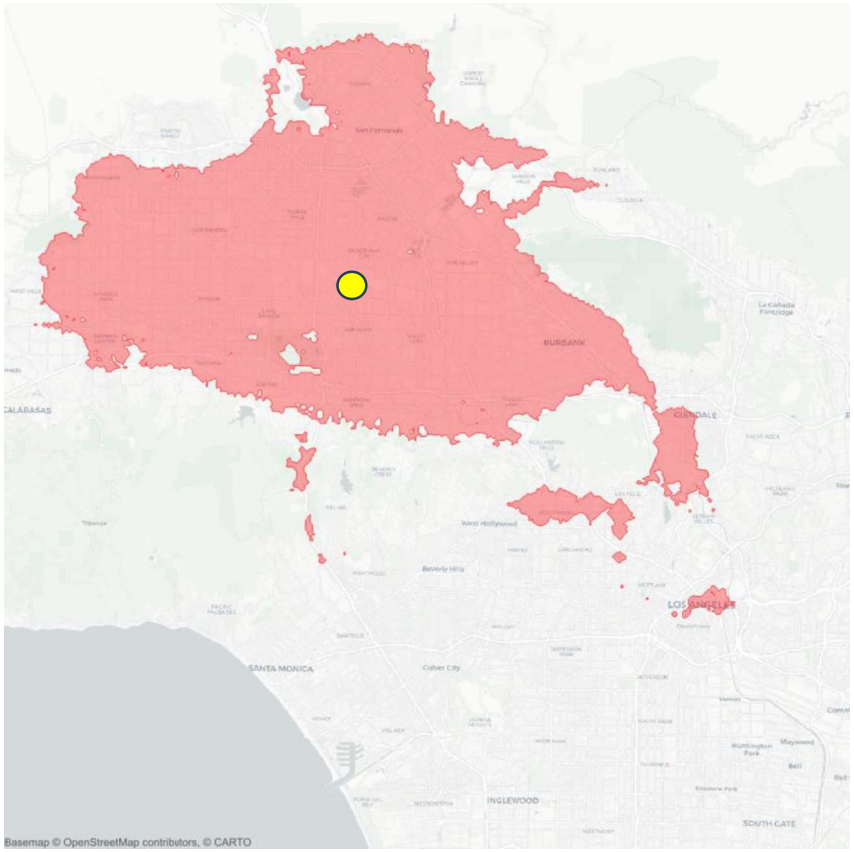


etro

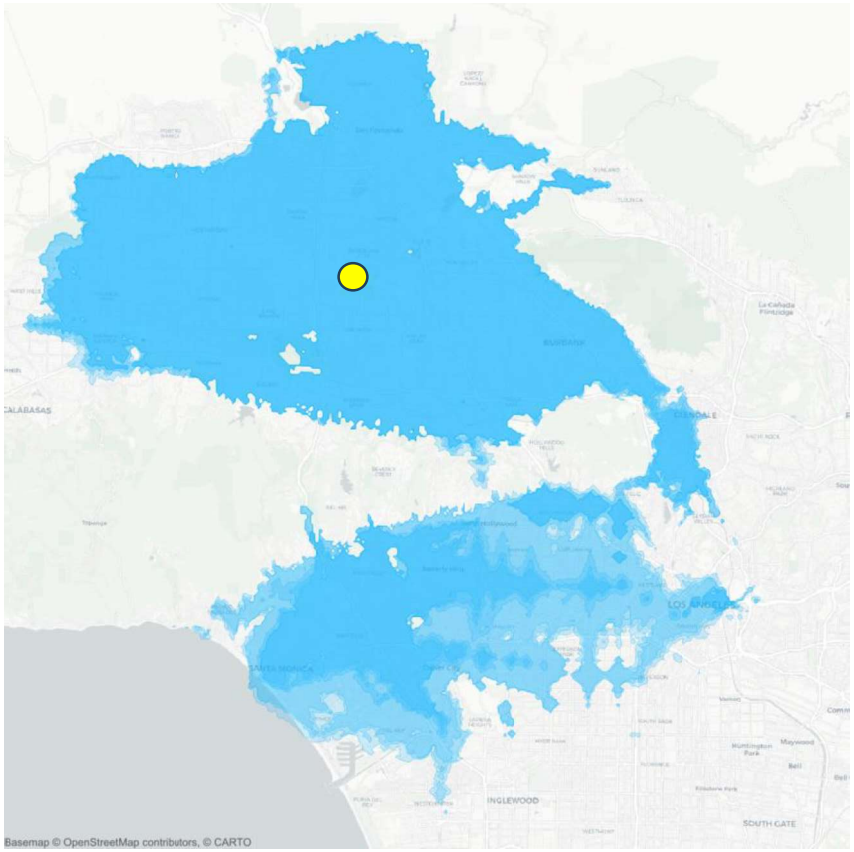
Los tiempos de viaje proyectados en tren toman en cuenta los transbordos, incluyendo la distancia y frecuencia en las horas pico

ónde puede ir en 60 minutos en transporte público desde: ación de Van Nuys/Metrolink – horas pico AM

Ningún Proyecto



Alternativas de Construir

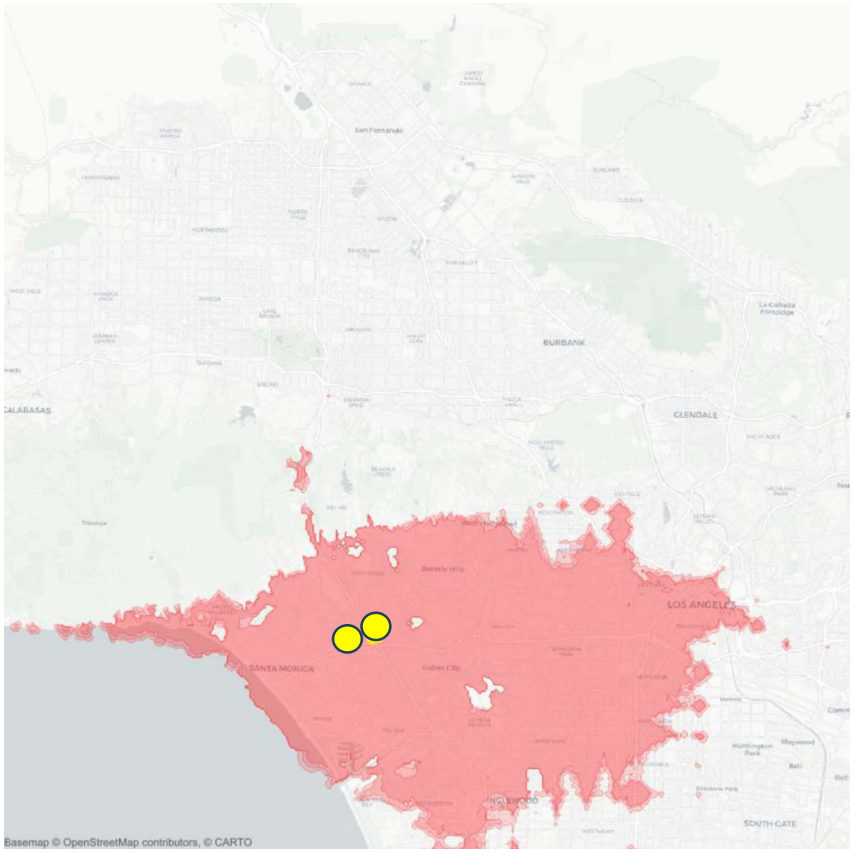


Los distintos tonos de azul reflejan las diferencias entre las alternativas: el azul más oscuro indica más alternativas que llegan a una ubicación determinada y el azul más claro representa menos alternativas que llegan a una ubicación determinada.

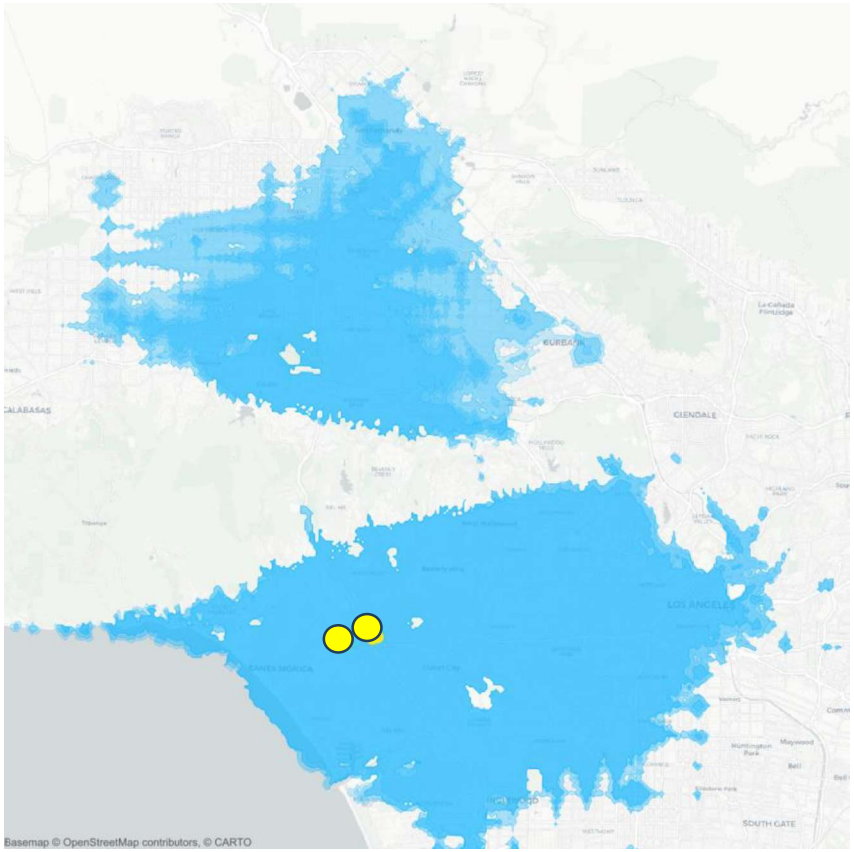
Metro

onde Puede Ir en 60 Minutos en Transporte Público Desde:
stación Expo/Bundy o Expo/Sepulveda – horas pico PM

Ningún Proyecto



Alternativas de Construir



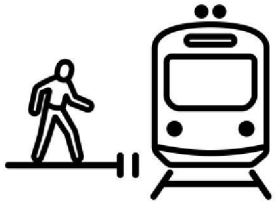
Los distintos tonos de azul reflejan las diferencias entre las alternativas: el azul más oscuro indica más alternativas que llegan a una ubicación determinada y el azul más claro representa menos alternativas que llegan a una ubicación determinada.

Metro

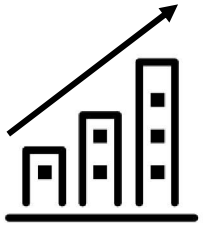
Abordajes por Alternativa

Proyección del Número de Pasajeros Nos Dice

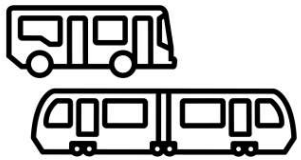
a gente se
cia



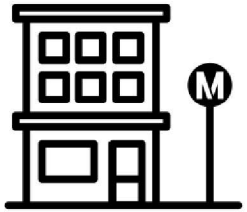
Quien se beneficia del sistema de transporte público



Qué tanto se benefician



Cómo la gente accederá al sistema de transporte público

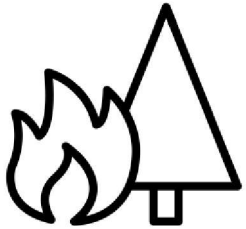


Cuáles destinos son los más importantes para los pasajeros

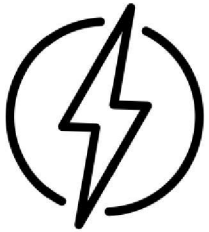
Por qué la g
desplaza (p
ejemplo, ir a
la escuela, h
compras, et

oyecciones de la cantidad de pasajeros informan el análisis de los impactos ambientales:

Calidad del Aire: El uso del transporte público reduce la contaminación del aire al reducir la conducción de vehículos



Cambio Climático: El uso del transporte público reduce las emisiones de gases de efecto invernadero



Energía: El uso del transporte público redu
el consumo de energía

Metro

o se Elabora el Modelo de Número de Pasajeros

oración

Aportes basados en el Modelo Regional de la Asociación de Gobiernos del Sur de California (SCAG)

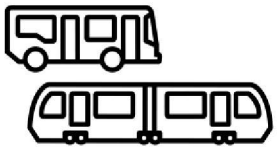
Revisado por la Administración Federal de Transporte

Utilizado en todos los proyectos de trenes de Metro

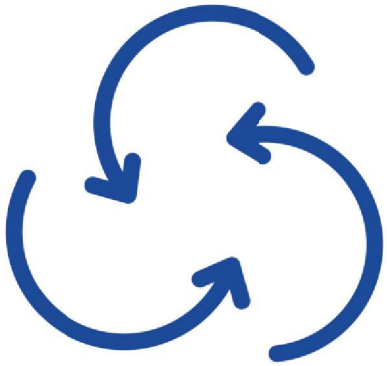
Proyecta las condiciones para 2045

Aportes

Datos socioeconómicos para 2045 (por e población esperada, empleo y matricula en la universidad en toda la región)



Red de transporte para 2045 (p. ej., tren de cercanías, tren pesado, tren ligero, autobús)



Red de carreteras pa (p. ej., autopistas, vi compartidos y Expre arterias)

etro

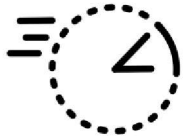
res que Afectan el Número de Pasajeros en Transporte Público

oblación, empleo, matriculación
niversitaria cerca de las estaciones

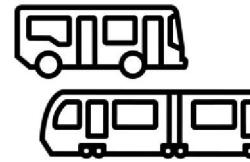
tacionamiento en la estación

ecuencia del servicio

empo de viaje de estación a
tación



> Distancia de los transbordos requeridos desde otra línea de autobús o tren



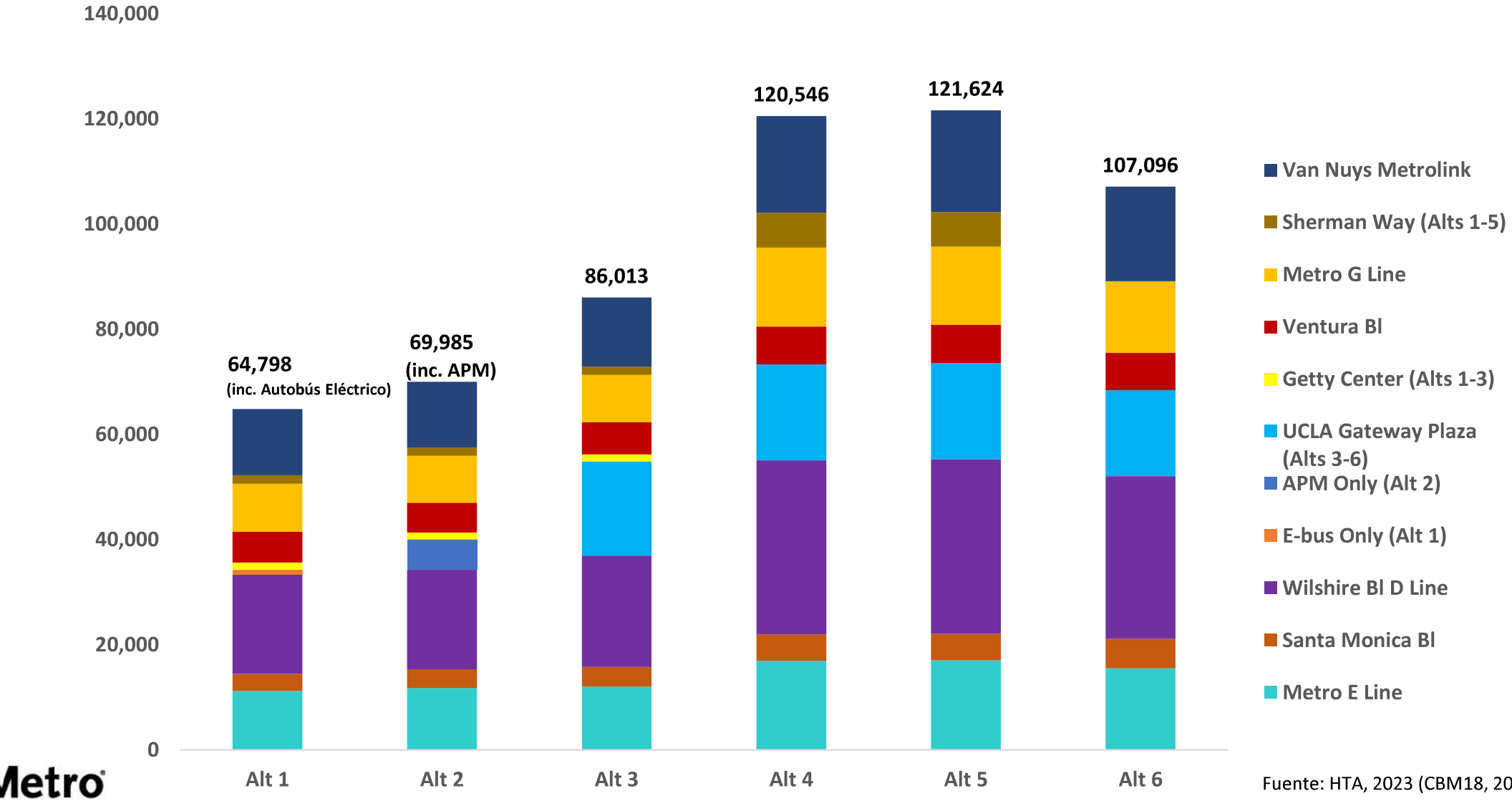
> Número de transbordos requeridos para hacer un viaje

> Tarifas de transporte público

> Costo de operación de automóviles

etro

medio de Abordajes entre Semana por Estación



Fuente: HTA, 2023 (CBM18, 20

Según las proyecciones, todas las alternativas cumplirán con los requisitos de capacidad de pasajeros establecidos por Metro

medio de Abordajes entre Semana por Estación

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Metrolink de Van Nuys	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alt 1-5)	1,587	1,532	1,574	6,637	6,587	
Línea G de Metro	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alt 1-3)	1,393	1,346	1,335	-	-	-
UCLA Gateway Plaza (Alt 3-6)	-	-	17,909	18,252	18,294	16,322
Solo Autobús Eléctrico (Alt 1)	900	-	-	-	-	-
Solo APM (Alt 2)	-	5,787	-	-	-	-
Wilshire Bl Línea D	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Línea E de Metro	11,179	11,778	12,025	16,936	17,038	15,518

etro

Próximos Pasos

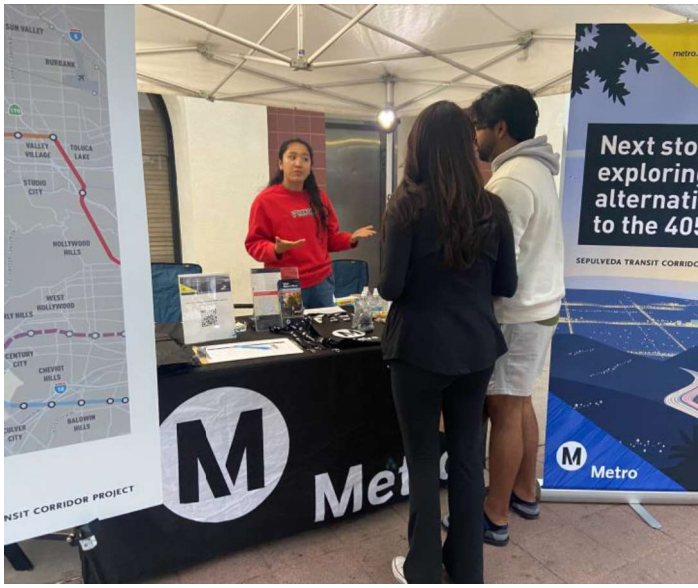
ximos Pasos

nálisis técnico continuo de alternativas

ctualizaciones comunitarias futuras a medida que y nueva información disponible

s futuros temas incluirán:

- Estimación de costos
- Impactos ambientales de la construcción y operaciones, incluyendo:
  - Tráfico
  - Ruido y Vibración
  - Propiedad
- Medidas de mitigación
- Cronograma de la construcción
- Beneficios del proyecto



etro

ortunidades para Hacer Comentarios

partes interesadas pueden enviar comentarios!

ara el Corredor de Transporte de Sepulveda:

- Usando el código QR o
- vía correo electrónico a sepulvedatransit@metro.net

porcione comentarios de STC antes del ***jueves 30 de iembre de 2023***

ra los ExpressLanes de la I-405: 405ExpressLanes@metro.net

ra el Estudio de Reducción de Tráfico: trafficreduction@metro.net

etro

Preguntas y Respuestas

no Enviar Preguntas

racias por acompañarnos!

edamos a la espera de sus comentarios

ede hacer preguntas sobre el Proyecto del Corredor Transporte de Sepulveda utilizando las tarjetas de eguntas y Respuestas

sponderemos tantas preguntas como podamos en tiempo que tengamos disponible, enfocándonos en preguntas de mayor interés

das las preguntas (incluyendo aquellas que no yamos podido responder el día de hoy) se mpartirán con los equipos del proyecto para su nsideración

etro

nténgase en Contacto

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

etro

Appendix H
Collateral Materials

Appendix H.1
Open House Guide - English
Appendix H.2
Open House Guide - Spanish
Appendix H.3
Comment Card - English
Appendix H.4
Comment Card - Spanish
Appendix H.5
Question Card - English
Appendix H.6
Question Card - Spanish
Appendix H.7
Project Fact Sheet - English
Appendix H.8
Project Fact Sheet - Spanish

Appendix H.1

Open House Guide - English

Community Update Meetings

October 24, 2023 and October 28, 2023

I-405 Sepulveda Pass ExpressLanes; Traffic Reduction Study; Sepulveda Transit Corridor
Meeting Guide

Metro

Caltrans

Visit each station to learn about each project.

1

Metro Has a Plan

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

> Environmental Review Video
> Nearby Projects Overview

2

I-405 Sepulveda Pass ExpressLanes

The project is in the environmental review phase. Forecasted opening is in 2030.

> Learn about the project schedule
> View maps
> Learn the latest on the environmental technical studies

3

Traffic Reduction Study

This project is in the feasibility study phase. We anticipate submitting the feasibility study and recommendations to the Metro Board for consideration in the first half of 2024. If the board advances recommendations, the project would move into more detailed environmental review.

> Learn about how Metro is studying managing travel demand through congestion pricing, providing more high-quality transportation options and offering low-income assistance programs
> Learn about the three potential pilot concepts

4

Sepulveda Transit Corridor

The project is in the environmental review phase. Forecasted opening is in 2033-2035.

> View project alternatives and station location maps
> Learn about projected travel times and boardings for all alternatives
> Hear about next steps

Metro

General Meeting Layout

Agenda

> Open House
> Presentation
> Q&A
> Open House

Entrance

1 Metro has a Plan

2 I-405 Sepulveda Pass ExpressLanes

2 Roll Plot Maps

3 Traffic Reduction Study

Presentation Seating

4 Sepulveda Transit Corridor

STAY CONNECTED

I-405 SEPULVEDA PASS EXPRESSLANES

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Los Angeles, CA 90012

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metro.net/405expresslanes

TRAFFIC REDUCTION STUDY

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metro.net/trafficreduction

SEPULVEDA TRANSIT CORRIDOR

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sepulvedatransit@metro.net

metro.net/sepulvedacorridor

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Appendix H.2

Open House Guide - Spanish

Reuniones de Actualizaciones Comunitarias

24 de octubre de 2023 y 28 de octubre de 2023

ExpressLanes del Paso de Sepulveda por la I-405; Estudio de Reducción de Tráfico; Corredor de Transporte de Sepulveda

Guía de la reunión

Metro

Caltrans

Visite cada estación para conocer cada proyecto.

1

Metro tiene un plan

Metro tiene un plan para facilitar el desplazamiento. La barrera natural creada por las Montañas de Santa Monica hace que viajar entre el Valle y el Westside sea complejo y difícil, requiriendo así innovación y múltiples soluciones.

> Video de la Revisión Ambiental
> Descripción General de Proyectos Cercanos

2

ExpressLanes del Paso de Sepulveda por la I-405

El proyecto se encuentra en la fase de revisión ambiental. La apertura prevista es para el 2030.

> Conocer el cronograma del Proyecto
> Ver mapas
> Conocer lo más reciente sobre los estudios técnicos ambientales

3

Estudio de Reducción de Tráfico

Este proyecto se encuentra en la fase de estudio de viabilidad. Tenemos previsto presentar el estudio de viabilidad y las recomendaciones a la Junta Directiva de Metro para su consideración en la primera mitad de 2024. Si la junta decide avanzar con las recomendaciones, el proyecto pasaría a una revisión ambiental más detallada.

> Conocer cómo Metro está estudiando gestionar la demanda de viajes a través de tarifas de congestión, brindando más opciones de transporte de alta calidad y ofreciendo programas de asistencia para personas de bajos ingresos.
> Conocer los tres posibles conceptos piloto (Montañas de Santa Mónica, Centro de Los Angeles, I-10)

4

Corredor de Transporte de Sepulveda

El proyecto se encuentra en la fase de revisión ambiental. La apertura prevista es para el 2033-2035.

> Ver las alternativas del proyecto y mapas de las ubicaciones de las estaciones.
> Conocer los tiempos de viaje y abordajes proyectados para todas las alternativas.
> Conocer los próximos pasos

Metro

Mapa de Disposición de la Reunión

Agenda
> Puertas Abiertas
> Presentación
> Sesión de preguntas y respuestas inmediatamente después de la presentación
> Puertas abiertas después de la sesión preguntas y respuestas hasta las 8 p.m.

1 **Metro tiene un plan**

2 **ExpressLanes del Paso de Sepulveda por la I-405**

Entrada →

2 **Mapas**

↓

3 **Estudio de Reducción de Tráfico**

Asientos de Presentación

↓

4 **Corredor de Transporte de Sepulveda**

MANTÉNGASE CONECTADO

EXPRESSLANES DEL PASO DE SEPULVEDA POR LA I-405

Alice Tolar, Gerente de Proyecto
Metro
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Los Angeles, CA 90012

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405expresslanes@metro.net

metro.net/405expresslanes

ESTUDIO DE REDUCCIÓN DE TRÁFICO

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trafficreduction@metro.net

metro.net/trafficreduction

CORREDOR DE TRANSPORTE DE SEPULVEDA

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213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

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Appendix H.3

Comment Card - English

Next stop: your feedback.

DATE:

LOCATION:

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

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Metro

Next stop: your feedback.

DATE:

LOCATION:

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

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Metro

Appendix H.4

Comment Card - Spanish

Próxima parada: sus comentarios.

FECHA:

UBICACIÓN:

MI OPINIÓN ES ACERCA DE: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL

Metro®

Próxima parada: sus comentarios.

FECHA:

UBICACIÓN:

MI OPINIÓN ES ACERCA DE: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL

Metro®

Appendix H.5

Question Card - English

Next stop:
your questions.

Metro

Next stop:
your questions.

Metro

Next stop:
your questions.

Metro

Next stop:
your questions.

Metro

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Share your questions.

DATE: **LOCATION:**

MY QUESTION IS REGARDING:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

NAME

ORGANIZATION

PHONE

EMAIL

MAILING ADDRESS

CITY, STATE, ZIP

Appendix H.6

Question Card - Spanish

Próxima parada:
sus preguntas.

Metro

Próxima parada:
sus preguntas.

Metro

Próxima parada:
sus preguntas.

Metro

Próxima parada:
sus preguntas.

Metro

Comparte sus preguntas.

FECHA: **UBICACIÓN:**

MI PREGUNTA ES CON RESPECTO A:

☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL

Comparte sus preguntas.

FECHA: **UBICACIÓN:**

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☐ Traffic Reduction Study

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL

Appendix H.7

Project Fact Sheet - English

metro.net/sepulvedacorridor

We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR
Fact Sheet

Metro

WINTER 2023

Overview

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside challenging–and will require innovation and multiple solutions. Metro is studying several projects in this area, including a new rail line with the Sepulveda Transit Corridor Project.

Metro is conducting an environmental review for the Sepulveda Transit Corridor Project, which will create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the proposed project can improve access to major employment, education, healthcare and cultural centers in the greater LA area.

Goals

For this project, Metro has established six goals:

> Improve mobility

> Improve accessibility and promote equity

> Support community and economic development

> Protect environmental resources and support a sustainable transportation system

> Provide a cost-effective solution and minimize risk

> Enhance resiliency

Funding

Funding for planning and construction of the Sepulveda Transit Corridor is provided partially by Measure M with the project scheduled to open between the San Fernando Valley and the Westside in 2033–2035 ($5.7 billion) and a future extension to LAX opening in 2057–2059 ($3.8 billion).

Project Development Process

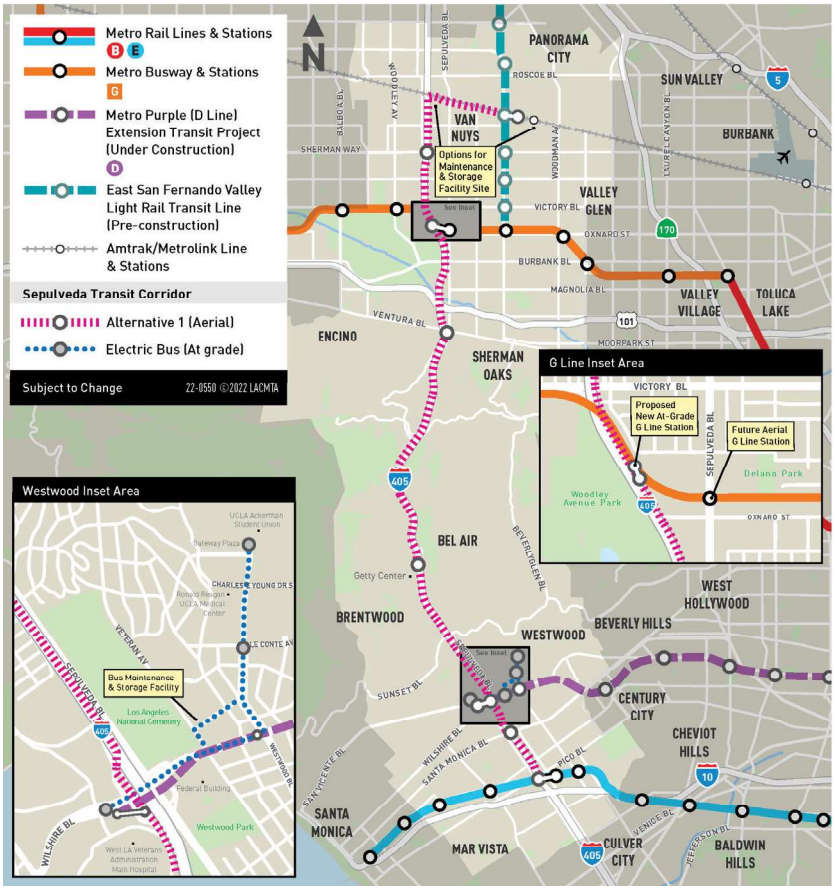
This project is currently in the planning phase. An environmental review is underway analyzing six alternatives with varying potential routes and modes. Metro is working with two private sector proposers, LA SkyRail Express (monorail) and Sepulveda Transit Corridor Partners (heavy rail), under a first-of-its-kind pre-development agreement to potentially accelerate delivery of this project.

The environmental review process began in November 2021 with a public scoping period. During this nearly three-month period, Metro heard from over 3,100 individuals and organizations providing feedback on the six alternatives presented and identifying issues and questions for the study to address during the development of the Draft Environmental Impact Report (DEIR). Metro is leading a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of diverse corridor stakeholders.

Project Alternatives

Metro is studying six "build" alternatives, as well as the required "No-Project/No-Build" alternatives, to evaluate how well each meets the project's objectives.

ALTERNATIVE 1



MODE
Automated monorail

ALIGNMENT
Aerial

LENGTH (MILES)
15.3

 # OF STATIONS
8

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Electric bus

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink VC Line tracks

> East of Van Nuys Metrolink Station

STATIONS
> Metro E Line/ Sepulveda

> Santa Monica Bl

> Wilshire Bl (Metro D Line)

> Getty Center

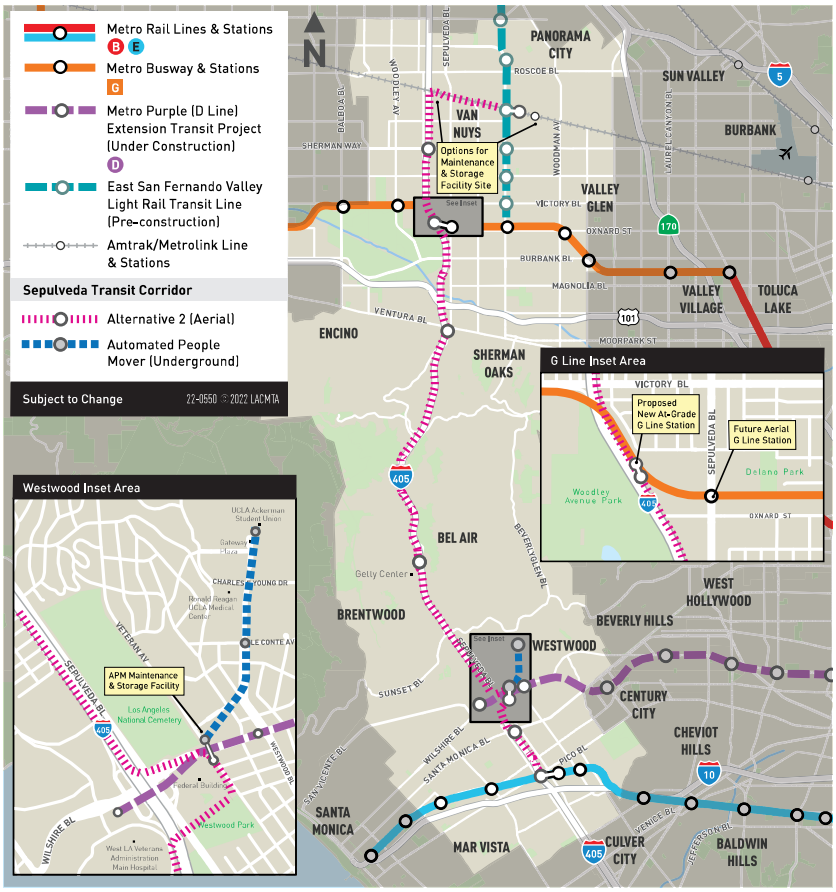
> Ventura Bl

> Metro G Line

> Sherman Way

> Van Nuys Metrolink Station

ALTERNATIVE 2



MODE
Automated monorail

ALIGNMENT
Aerial

LENGTH (MILES)
15.8

 # OF STATIONS
8

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
People mover

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink VC Line tracks

> East of Van Nuys Metrolink Station

STATIONS
> Metro E Line/ Sepulveda

> Santa Monica Bl

> Wilshire Bl (Metro D Line)

> Getty Center

> Ventura Bl

> Metro G Line

> Sherman Way

> Van Nuys Metrolink Station

ALTERNATIVE 3

MODE
Automated monorail

ALIGNMENT
Aerial/underground

LENGTH (MILES)
16.2

OF STATIONS
9 (7 aerial,
2 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink VC Line tracks

> East of Van Nuys Metrolink Station

STATIONS
> Metro E Line/ Sepulveda**

> Santa Monica Bl**

> Wilshire Bl (Metro D Line)*

> UCLA Gateway Plaza*

> Getty Center**

> Ventura Bl**

> Metro G Line**

> Sherman Way**

> Van Nuys Metrolink Station**

*underground
**aerial

ALTERNATIVE 4

MODE
Automated heavy rail

ALIGNMENT
Aerial/underground

LENGTH (MILES)
14

OF STATIONS
8 (4 aerial,
4 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman/South of Metrolink VC Line

STATIONS
> Metro E Line/ Sepulveda*

> Santa Monica Bl*

> Wilshire Bl (Metro D Line)*

> UCLA Gateway Plaza*

> Ventura Bl**

> Metro G Line**

> Sherman Way**

> Van Nuys Metrolink Station**

*underground
**aerial

ALTERNATIVE 5

MODE
Automated heavy rail

ALIGNMENT
Underground

LENGTH (MILES)
14

 # OF STATIONS
8 (1 aerial, 7 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman/South of Metrolink VC Line

STATIONS
> Metro E Line/ Sepulveda*
> Santa Monica Bl*
> Wilshire Bl (Metro D Line)*
> UCLA Gateway Plaza*
> Ventura Bl*
> Metro G Line*
> Sherman Way*
> Van Nuys Metrolink Station**

*underground
**aerial

ALTERNATIVE 6

MODE
Driver-operated heavy rail

ALIGNMENT
Underground

LENGTH (MILES)
12.6

 # OF STATIONS
7

SOUTHERN TERMINUS
Expo/Bundy

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman/South of Metrolink VC Line

STATIONS
> Metro E Line/Bundy
> Santa Monica Bl
> Wilshire Bl (Metro D Line)
> UCLA Gateway Plaza
> Ventura Bl
> Metro G Line
> Van Nuys Metrolink Station

Environmental Process

Metro is preparing an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The Draft Environmental Impact Report (DEIR) will include project alternatives that represent a range of rail transit modes, alignments and station locations for addressing the transportation needs of the Sepulveda corridor. Once the DEIR is completed, it will be circulated for public comment. Then, a Locally Preferred Alternative (LPA) will be recommended to the Metro Board of Directors. After the LPA is identified, the Final Environmental Impact Report (FEIR) and the Draft and Final Environmental Impact Statement (EIS) will be prepared to complete the environmental review process. During this process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis.

Topics for environmental study under CEQA include:

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

Nearby Projects

The Sepulveda Pass–including Sepulveda Boulevard, the I-405 and canyon roads–is a complex and challenging area. To address these challenges, Metro is evaluating a variety of projects that could offer a range of multimodal mobility options to address existing and future transportation needs. Projects are closely coordinated, with unique processes and distinct schedules.

I-405 Sepulveda Pass ExpressLanes
Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate alternatives to convert the existing high-occupancy toll (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions of I-405 between I-10 and US-101.

The I-405 Sepulveda Pass ExpressLanes Project will include a new overhead tolling system and signage on adjacent portions of the I-405 corridor. More information is available at *metro.net/405ExpressLanes*.

Traffic Reduction Study
Metro's Traffic Reduction Study is exploring how to reduce traffic through congestion pricing and high-quality transportation options. Additional information on the Traffic Reduction Study is available at *metro.net/trafficreduction*.

CONTACT US

Metro invites you to stay involved and share your feedback.

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losangelesmetro

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Appendix H.8

Project Fact Sheet - Spanish

metro.net/sepulvedacorridor

Estamos analizando alternativas para la 405.

CORREDOR DE TRANSPORTE DE SEPULVEDA

HOJA DE DATOS

Metro®

INVIERNO 2023

Descripción General

Metro tiene un plan para facilitar el desplazamiento. La barrera natural creada por la Sierra de Santa Monica hace que viajar entre el Valley y el Westside sea todo un desafío – y requerirá innovación y múltiples soluciones. Metro está estudiando varios proyectos en esta área, incluyendo una nueva línea ferroviaria con el Proyecto del Corredor de Transporte de Sepulveda.

Metro está llevando a cabo una revisión ambiental para el Proyecto del Corredor de Transporte de Sepulveda, el cual creará una opción de servicio de transporte confiable y de alta calidad que conectará el San Fernando Valley y el Westside. Además de proporcionar conexiones locales y regionales a la red de trenes y autobuses existente y futura de Metro, el proyecto propuesto puede mejorar el acceso a los principales centros de empleo, educativos, de salud y culturales en el área metropolitana de Los Ángeles.

Metas

Para este proyecto, Metro ha establecido seis metas:

> Mejorar la movilidad

> Mejorar la accesibilidad y promover la equidad

> Apoyar el desarrollo comunitario y económico

> Proteger los recursos ambientales y sustentar un sistema de transporte sostenible

> Brindar una solución rentable y minimizar los riesgos

> Mejorar la resiliencia

Financiamiento

Los fondos para la planeación y construcción del Corredor de Transporte de Sepulveda son proporcionados en parte por la Medida M y el proyecto está programado para abrirse entre el San Fernando Valley y el Westside en 2033-2035 ($5.7 mil millones) con una futura ampliación a LAX que se abrirá en 2057-2059 ($3.8 mil millones).

Proceso de Desarrollo del Proyecto

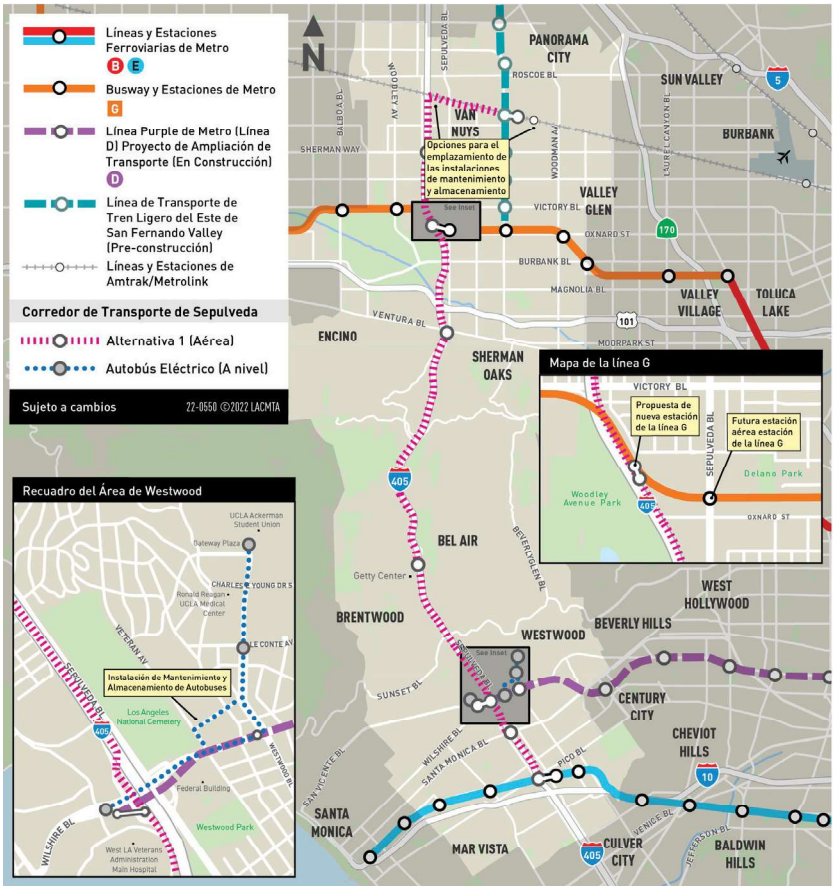
Este proyecto actualmente se encuentra en la fase de planeación. Se está llevando a cabo una revisión ambiental en la cual se están analizando seis alternativas con diversas rutas y modos posibles. Metro está trabajando con dos proponentes del sector privado, LA SkyRail Express (monorriel) y Sepulveda Transit Corridor Partners (ferrocarril pesado), bajo un acuerdo previo al desarrollo, primero en su tipo, para posiblemente acelerar la entrega de este proyecto.

El proceso de revisión ambiental comenzó en noviembre de 2021 con un período de alcance público. Durante este período de casi tres meses, Metro escuchó a más de 3,100 personas y organizaciones que compartieron comentarios sobre las seis alternativas presentadas e identificaron problemas y preguntas que el estudio debe abordar durante la elaboración del Borrador del Reporte de Impacto Ambiental (DEIR). Metro está liderando un programa de participación de las partes interesadas robusto con el fin de construir una visión inclusiva que equilibre las necesidades únicas de las diversas partes interesadas del corredor.

Alternativas del Proyecto

Metro está estudiando seis alternativas de “construcción”, así como las alternativas requeridas de “sin proyecto/sin construcción”, para evaluar qué tan bien cada una cumple con los objetivos del proyecto.

ALTERNATIVA 1



MODO
Monorriel automatizado

ALINEACIÓN
Aérea

LONGITUD (MILLAS)
15.3

 # DE ESTACIONES
8

TERMINAL SUR
Expo/Sepulveda

CONEXIÓN UCLA
Autobús eléctrico

OPCIONES DE INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
> Al este de la I-405, al sur de vías de la línea VC de Metrolink

> Al este de la estación de Metrolink de Van Nuys

ESTACIONES
> Metro E Line/ Sepulveda

> Santa Monica Bl

> Wilshire Bl (D Line de Metro)

> Getty Center

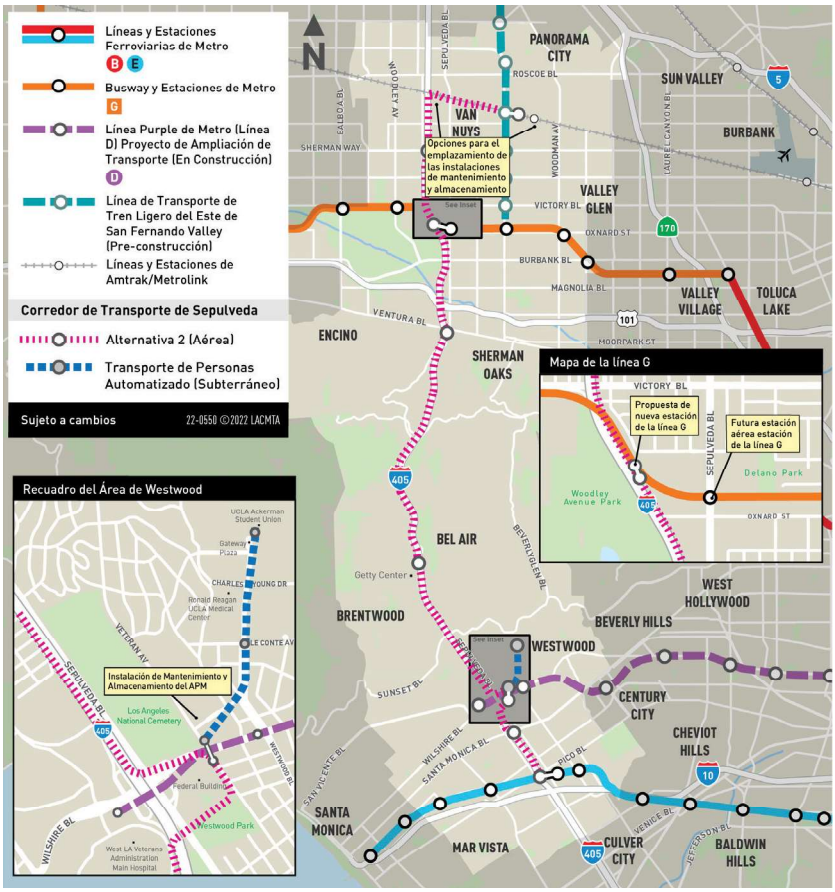
> Ventura Bl

> G Line de Metro

> Sherman Way

> Estación Van Nuys de Metrolink

ALTERNATIVA 2



MODO
Monorriel automatizado

ALINEACIÓN
Aérea

LONGITUD (MILLAS)
15.8

 # DE ESTACIONES
8

TERMINAL SUR
Expo/Sepulveda

CONEXIÓN UCLA
Transportador de personas

OPCIONES DE INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
> Al este de la I-405, al sur de vías de la línea VC de Metrolink

> Al este de la estación de Metrolink de Van Nuys

ESTACIONES
> Metro E Line/ Sepulveda

> Santa Monica Bl

> Wilshire Bl (D Line de Metro)

> Getty Center

> Ventura Bl

> G Line de Metro

> Sherman Way

> Estación Van Nuys de Metrolink

ALTERNATIVA 3

MODO
Monorriel automatizado

ALINEACIÓN
Aéreo/subterráneo

LONGITUD (MILLAS)
16.2

DE ESTACIONES
9 (7 a niveles elevados, 2 subterráneos)

TERMINAL SUR
Expo/Sepulveda

CONEXIÓN UCLA
Estación debajo del campus

OPCIONES DE INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
> Al este de la I-405, al sur de vías de la línea VC de Metrolink

> Al este de la estación de Metrolink de Van Nuys

ESTACIONES
> Metro E Line/ Sepulveda**

> Santa Monica Bl**

> Wilshire Bl (D Line de Metro)*

> UCLA Gateway Plaza*

> Getty Center**

> Ventura Bl**

> G Line de Metro**

> Sherman Way**

> Estación Van Nuys de Metrolink**

**Subterráneo*
***Aéreao*

ALTERNATIVA 4

MODO
Ferrocarril pesado automatizado

ALINEACIÓN
Aéreo/subterráneo

LONGITUD (MILLAS)
14

DE ESTACIONES
8 (4 a niveles elevados, 4 subterráneos)

TERMINAL SUR
Expo/Sepulveda

CONEXIÓN UCLA
Estación debajo del campus

INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
Al oeste de Woodman/ al sur de la línea VC de Metrolink

ETACIONES
> Metro E Line/ Sepulveda*

> Santa Monica Bl*

> Wilshire Bl (D Line de Metro)*

> UCLA Gateway Plaza*

> Ventura Bl**

> G Line de Metro**

> Sherman Way**

> Estación Van Nuys de Metrolink**

**Subterráneo*
***Aéreao*

ALTERNATIVA 5

MODO
Ferrocarril pesado automatizado

ALINEACIÓN
Subterránea

LONGITUD (MILLAS)
14

DE ESTACIONES
8 (1 a nivel elevado, 7 subterráneos)

TERMINAL SUR
Expo/Sepulveda

CONEXIÓN UCLA
Estación debajo del campus

INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
Al oeste de Woodman/ al sur de la línea VC de Metrolink

ESTACIONES
> Metro E Line/ Sepulveda*
> Santa Monica Bl*
> Wilshire Bl (D Line de Metro)*
> UCLA Gateway Plaza*
> Ventura Bl*
> G Line de Metro*
> Sherman Way*
> Estación Van Nuys de Metrolink**

Subterráneo
***Aéreao*

ALTERNATIVA 6

MODO
Ferrocarril pesado operado por conductor

ALINEACIÓN
Subterránea

LONGITUD (MILLAS)
12.6

DE ESTACIONES
7

TERMINAL SUR
Expo/Bundy

CONEXIÓN UCLA
Estación debajo del campus

INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO
Al oeste de Woodman/ al sur de la línea VC de Metrolink

ESTACIONES
> Metro E Line/Bundy
> Santa Monica Bl
> Wilshire Bl (D Line de Metro)
> UCLA Gateway Plaza
> Ventura Bl
> G Line de Metro
> Estación Van Nuys de Metrolink

Proceso Ambiental

Metro está elaborando un Reporte de Impacto Ambiental (EIR) de conformidad con la Ley de Calidad Ambiental de California (CEQA) y una Declaración de Impacto Ambiental (EIS) de conformidad con la Ley Nacional de Protección Ambiental (NEPA). El Borrador del Reporte de Impacto Ambiental (DEIR) incluirá proyectos alternativos que representan diversos modos de transporte ferroviario, alineaciones y ubicaciones de estaciones para abordar las necesidades de transporte del Corredor de Sepulveda. Una vez que se complete el DEIR, se distribuirá para comentarios públicos. Posteriormente, se recomendará una Alternativa Preferida Localmente a la Junta Directiva de Metro. Una vez identificada la LPA, se elaborará el Reporte de Impacto Ambiental Final (FEIR) y el Borrador de la Declaración de Impacto Ambiental (EIS) y Final para completar el proceso de revisión ambiental. Durante este proceso, habrá múltiples oportunidades para que el público revise y comente sobre las alternativas del proyecto y el análisis ambiental.

Los temas para el estudio ambiental en virtud de CEQA incluyen:

> Calidad del aire
> Comunidad y vecindario
> Impactos acumulativos
> Ecosistemas y recursos biológicos
> Energía
> Peligros geotécnicos, subterráneos y sísmicos y materiales peligrosos
> Emisiones de gases de efecto invernadero
> Inducción de crecimiento
> Recursos históricos, arqueológicos y paleontológicos
> Uso y desarrollo de tierras
> Ruido y vibración
> Parques e instalaciones comunitarias
> Bienes raíces y adquisiciones
> Seguridad y protección
> Transporte
> Recursos culturales y tribales
> Servicios públicos y sistemas de servicios
> Calidad visual y estética
> Recursos hídricos
> Incendios forestales

Proyectos Cercanos

El Sepulveda Pass, que incluye Sepulveda Boulevard, la I-405 y las carreteras del cañón, es un área compleja y desafiante. Para abordar estos desafíos, Metro está evaluando varios proyectos que podrían ofrecer una variedad de opciones de movilidad multimodal para abordar las necesidades de transporte actuales y futuras. Los proyectos están estrechamente coordinados, con procesos únicos y horarios distintos.

Carriles Exprés en la I-405 del Sepulveda Pass
Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para evaluar alternativas para convertir los carriles de peaje de alta ocupación (HOV) existentes en carriles de peaje de alta ocupación (HOT) de precios dinámicos, llamados Carriles Exprés (ExpressLanes, en inglés), en ambas direcciones de la I-405 entre la I-10 y US-101.

El proyecto de Carriles Exprés en la I-405 del Sepulveda Pass incluirá un nuevo sistema de peaje y señalización aérea en las partes adyacentes del corredor de la I-405. Puede encontrar más información en *metro.net/405ExpressLanes*.

Estudio de Reducción de Tráfico
El Estudio de Reducción de Tráfico de Metro está analizado cómo reducir el tráfico mediante tarifas de congestión y opciones de transporte de alta calidad. Puede encontrar información adicional sobre el Estudio de Reducción de Tráfico en *metro.net/trafficreduction*.

CONTÁCTENOS

Metro lo invita a que siga participando y compartiendo sus comentarios.

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losangelesmetro

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Appendix V-6. Community Meetings — Monorail (May 2024)

May 2024
Community Meetings
Summary Report

June 2024

Metro

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Appendix H.6 Project Fact Sheet – Spanish

1.0 INTRODUCTION

1.1 Overview

Metro is continuing environmental analysis for the Sepulveda Transit Corridor Project (Project) which would provide a high-quality transit service between the Valley and the Westside. In May 2024, Metro hosted a series of community meetings focused on the monorail alternatives and to gather feedback about the possible elimination of Alternative 2.

1.2 Community Meetings

In May 2024, three (3) community meetings took place in Van Nuys, Westwood, and virtually via Zoom. Spanish interpreters and materials in English and Spanish were available at each meeting. During the open house portions of the in-person meetings, members of the public could also ask questions and provide feedback to project team members at their respective stations.

Information Stationsare described in detail in Table 5-2.

Table 1-1 Community Meeting Locations

Community Meeting	Date/Time	Location/Address
Community Meeting #1 Van Nuys	Saturday, May 11, 2024 10:00am-12pm	Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Community Meeting #2 Online	Monday, May 13, 2024 12pm-1pm	Zoom Webinar
Community Meeting #3 Westwood	Tuesday, May 14, 2024 5:30pm-7:30pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

Stakeholders were encouraged to ask questions and provide feedback at the meetings, as well as after the series concluded. Stakeholders were encouraged to submit feedback through paper forms at the meetings, as well as via email or an online feedback form by Thursday May 23, 2024.

2.0 COMMUNICATION RESOURCES

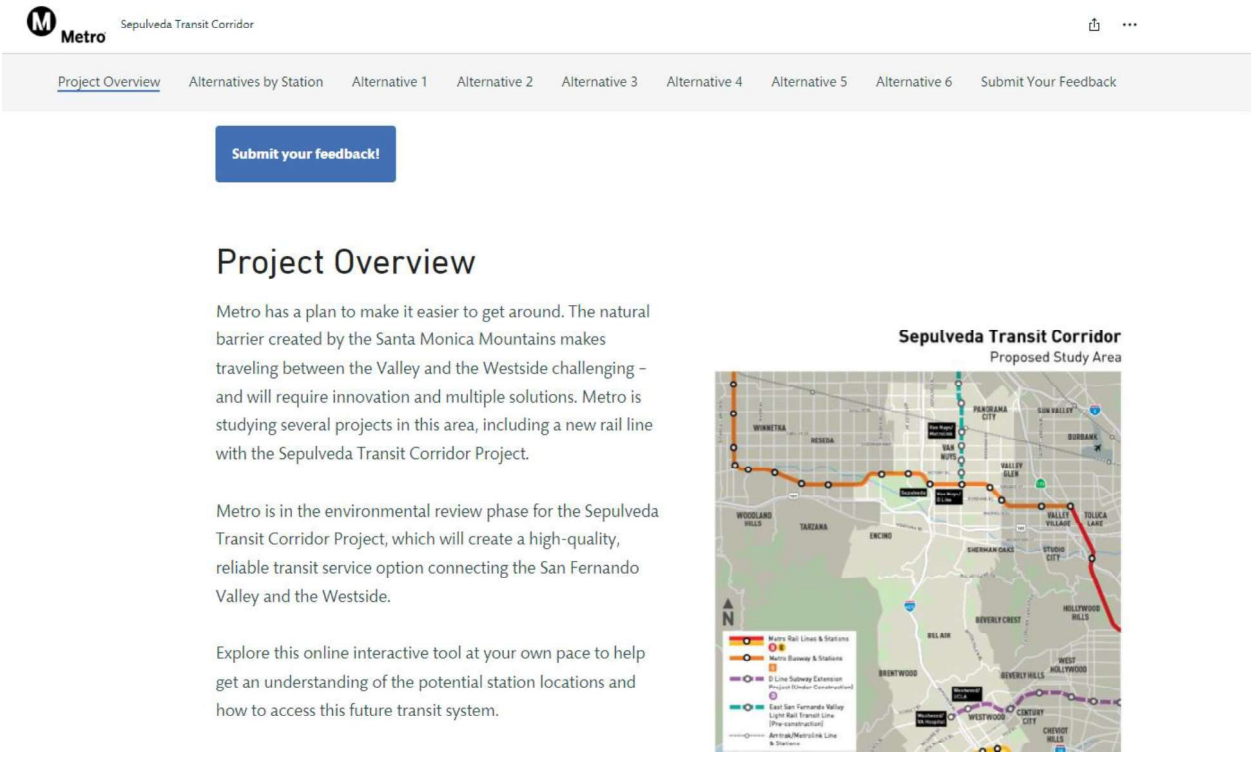
2.1 Website

The project website (metro.net/sepulvedacorridor) was refreshed before the May community meeting to publicize the series. Following the meeting series, informational materials, the meeting presentation, and customer journey videos in English and Spanish were uploaded and posted to the project filing cabinet.

2.2 Virtual Interactive Tool (General StoryMap)

The main project StoryMap continued to be a source of general information for stakeholders. The StoryMap features a project overview, highlights the goals and objectives, and provides information about the environmental process, technologies under consideration, and alternatives being studied. The StoryMap also features information about other nearby projects being evaluated to address mobility challenges in the area. This StoryMap was displayed at Station 2 during both in-person community meetings. The tool was specifically used to provide general information about each technology mode under consideration and accompanying alternatives.

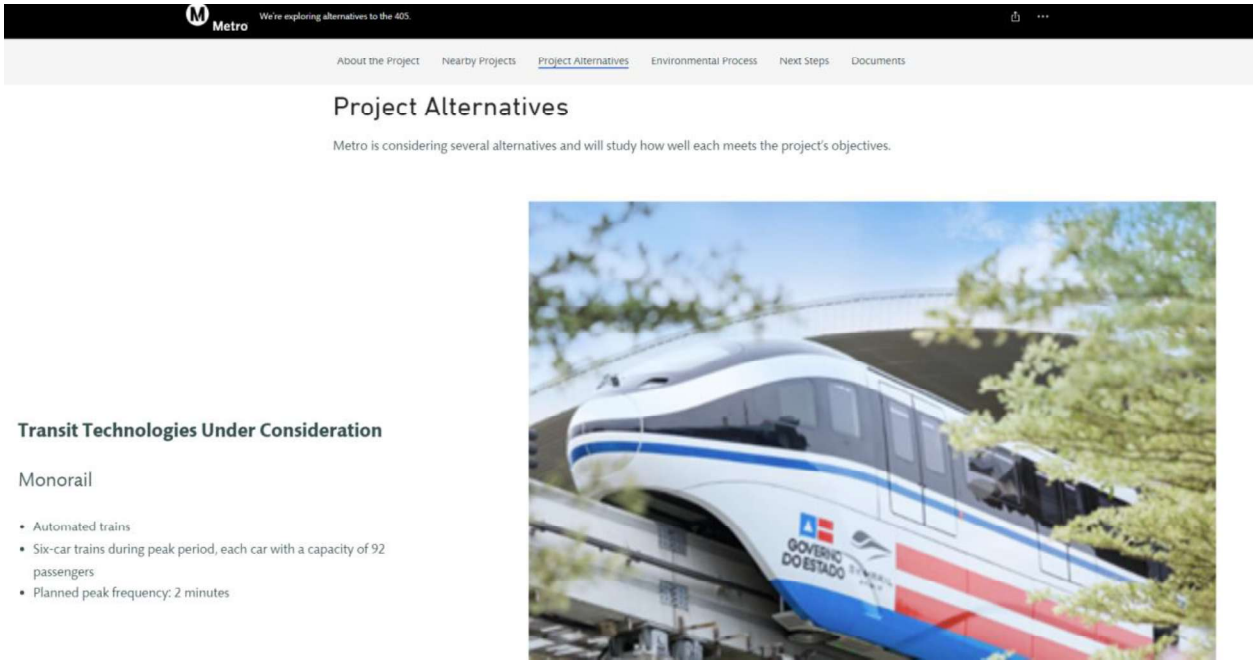
FIGURE 1. INTERACTIVE STORYMAP



This StoryMap tool was promoted in communications materials, including project eblasts, the project website and Metro's *The Source* blog. The Station StoryMap tool has received more than 17,807 views as of May 22, 2024.

Virtual Interactive Tool (Alternatives StoryMap)

FIGURE 1. ALTERNATIVE INTERACTIVE STATION STORYMAP



The project team had also developed a second online interactive StoryMap tool that provides the following details for each alternative: the transit technologies and modes under consideration, number of stations for each alternative, alignment length, whether the alternative proposes aerial or underground movement, travel times and ridership between stations, and the proposed alternatives' connectivity to other Metro transit lines. This StoryMap received more than 24,529 views as of May 22, 2024.

2.3 In-Person Community Meeting Materials & Resources

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

2.3.1 Project Fact Sheet

The general project fact sheet in English and Spanish was updated to include the anticipated Draft EIR release date and was provided to attendees at sign-in.

2.3.2 Comment and Q&A Card

At the registration table, attendees were given a feedback form for written comments and a Q&A card to submit questions for the live Q&A session after the presentation. Additionally, stakeholders could provide feedback through the project email and an online web form on the SmartComment site.

2.3.3 Other Materials Available

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

- G (Orange) Line Improvements Project
- I-405 Sepulveda Pass ExpressLanes Project
- D (Purple) Line Subway Extension Project
- East San Fernando Valley Light Rail Project
- Public-Private Partnership
- Property Acquisition
- Environmental Process
- Gentrification and Displacement

2.3.4 Customer Journey Videos

Six short customer journey videos were created for this community meeting series. Each video depicted a profile of a future Sepulveda Transit Corridor customer traveling from the Valley to the Westside, one for each alternative. The goal of these videos was to showcase the potential time savings for riders using the project in the future as compared to using transit currently. All six videos were played on a loop before and after the presentation at in-person community meetings, and the videos for Alternatives 1-3 were featured during the presentation. Following the meetings, the videos were posted on the project website and distributed via eblast.

3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY MEETINGS

In early May, the project team held briefings with Metro board staff and elected officials' staff to provide project updates and preview the community meeting presentation in advance of the series.

Table 3-1 provides an overview of these briefings.

Table 3-1 Summary of Briefings

	Date	Stakeholder	Type of Outreach
1.	5/2/24	Metro Board Staff Briefing	Briefing
2.	5/9/24	Elected Official Briefing	Briefing

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

- Office of U.S. Senator Laphonza Butler
- Office of U.S Congressmember Brad Sherman
- Office of U.S. Congressmember Sydney Kamlager-Dove
- Office of U.S Congressmember Ted Lieu
- Office of State Senator Caroline Menjivar
- Office of Assemblymember Jacqui Irwin
- Office of Assemblymember Laura Friedman
- Office of Assemblymember Luz Rivas
- Office of Assemblymember Isaac Bryan
- Office of Los Angeles Mayor Karen Bass
- Office of Los Angeles Councilmember Nithya Raman
- Office of Los Angeles Councilmember Paul Krekorian
- Office of Los Angeles Councilmember Traci Park
- San Fernando Valley Council of Governments
- Westside Cites Council of Governments
- Culver City Transportation Department

The briefings focused on previewing information to be shared during the spring community meetings, including background and consideration of the removal of Alternative 2.

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

- Travel time comparisons between alternatives
- Importance of connections to UCLA
- Clarity of meeting series purpose
- Cost comparisons between alternatives

3.1 **Pop-Up Events**

General Project Awareness

Since the last round of community meetings in October 2023, the project team has participated in numerous local events to build general project awareness. This effort was aimed at sustaining a connection with the communities along and around the project corridor and to gather their contact information to notify them of the upcoming community meeting series.

Table 3-2 provides a summary of the pop-up events and outreach activities attended in the Winter 2023 through Spring 2024.

Table 3-2 Summary of General Awareness Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	Pacoima Tree Lighting	12/5/2023	Pacoima	~61
2.	Northeast Valley Health Corp. Holiday Gift Giveaway (Toy Drive)	12/9/2023	San Fernando	~125
3.	Olive View-UCLA Medical Center (OVMC) Rideshare event	1/19/2024	Westwood	~35
4.	Black History Month	2/22/2024	Sylmar	~16
5.	Ready for Reseda (Ciclavia Event)	3/17/2024	Reseda	~200
6	Spring Jamboree	3/30/2024	San Fernando	~103
7.	UCLA First Thursday	4/4/2024	Westwood	~150
8.	Parks After Dark	4/6/2024	Sylmar	~43
9.	Arleta High School "Coffee with the Administration"	4/12/2024	Van Nuys	~14
10	City of San Fernando Senior Expo	5/17/2024	San Fernando	~60
11.	Reseda Rising	5/18/2024	Reseda	~100
12.	Pick Pico	5/19/2024	Westwood	~125

Community Meetings Outreach

The outreach team also participated in several community events immediately prior to the spring meetings, where the focus was on providing updates on the project status, informing the community about the upcoming meeting series, and encouraging them to attend. Project fact sheets were available at the booths and maps depicting the six alternatives under consideration were displayed. A QR code to the meeting flyer was also present for visitors to scan. Metro-branded promotional items were also distributed to incentivize booth visitors.

Table 3-3 provides a summary of the pop-up events and outreach activities in April 2024.

Table 3-3 Summary of Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	Earth Day (hosted by Councilmember Monica Rodriguez)	4/20/2024	Pacoima	~33
2.	CicLAvia - Venice	4/21/2024	Venice	~572
3.	Pacoima Charter School Open House	4/25/2024	Pacoima	~104

4.0 NOTIFICATION FOR COMMUNITY MEETINGS

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

4.1 Community-Based Organization (CBO) Partnerships

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

4.1.1 Door-to-Door Distribution

To inform residents about the community meeting at the Marvin Braude Center, Pueblo y Salud implemented a door-to-door notification campaign the week prior to the Van Nuys community meeting. This effort reached approximately 807 households near the Braude Center. A map detailing the area covered by the notification campaign is available in Appendix E.

4.1.2 Public Counters

The CBO partners distributed more than 400 meeting notification flyers throughout the project corridor at over 30 locations and public counter drop-offs in EFCs. The sites included public libraries, youth centers, government agencies, city halls, and community centers to help promote widespread community engagement. For a map of the counter locations, see Appendix E.

4.1.3 Transit Intercept Outreach

In the weeks leading up to community meetings, efforts were made to notify transit riders at busy transit and bus stops. This initiative aimed to reach current and potential future riders and other community members who are less likely to be engaged through digital channels. Outreach staff were present at peak travel times at the following intersections:

San Fernando Valley

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

Westwood

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

4.2 Business Corridor Outreach

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

Table 4-1 Business Outreach Corridors

Valley Corridor	Westside Corridors
1. Orange Line Zone 2. Van Nuys/Victory 3. Van Nuys/Vanowen St. 4. Van Nuys/Sherman Wy 5. Sepulveda/Sherman Wy 6. Saticoy/Van Nuys	1. Wilshire Bl, Westwood 2. Motor Av, Palms 3. S Centinela Av, Del Rey

4.3 Social Media

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

4.4 E-blasts

Information about the meetings was distributed via e-blast in English and Spanish to over 17,000 contacts in the project database. The initial save-the-date notification was sent on April 18, 2024, followed by reminder messages on April 26, May 2, May 9, and May 13. In addition, an e-blast was sent on May 20, 2024, following the community meetings, thanking attendees, sharing the Customer Journey Videos and presentation and additional project resources. Additional e-blasts were sent to encourage the public to provide their feedback on the meeting topics using the feedback form. All e-blasts were translated into Spanish.

Table 4-2 Community Meeting & Feedback E-blasts

Date Sent	Subject	Successful Deliveries	Opens	% Opens	Unique Clicks
4/18/24	Meeting Announcement	13,636	6,729	49%	886
4/26/24	Community Meeting Reminder #1	13,659	5,733	42%	139
5/2/24	Community Meeting Reminder #2	13,679	6,211	45%	845
5/9/24	Community Meeting Reminder #3	13,616	5,941	44%	1,018
5/13/24	Virtual Community Meeting Reminder	13,573	6,464	48%	1,086
5/20/24	Community Meeting Thank You and Video Recordings	13,975	7,500	54%	1,484
5/22/24	Final Feedback Reminder	13,906	6,603	47%	1,219
5/31/24	Feedback Thank you	13,809	7,276	53%	1,142

4.5 Extended Outreach Toolkit

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

This included development of content for social media platforms such as Facebook, X (Twitter), and Instagram. These posts provided community meeting information and how to participate. The toolkit also included a template for an email blast or newsletter and a draft announcement for websites aimed at facilitating widespread dissemination.

4.6 **Earned Media**

Several articles, newsletters and social media posts were published prior, during and after the community meeting series *(Appendix D)*. The following table provides a selection of the media coverage, newsletters, and social media content related to the project and the May community meeting.

Table 4-3 Media Coverage May 2024

Date	Source	Article/Title
05/02/2024	CityWatchLA	"Why Create A Transit Transfer When It Can Be Avoided?"
05/03/2024	Bel Air Beverly Crest Neighborhood Council	"May 2024 Newsletter"
05/06/2024	StreetsblogLA	"This Week In Livable Streets"
5/6/2024	CityWatchLA	Sepulveda Pass Transit: Why Is Metro So Secretive About Public Private Partnerships?
5/09/2024	Sherman Oaks Homeowners Association Newsletter	"SOHA May Newsletter"
05/10/2024	LAist (KPCC)	"Subway Or Monorail For The Sepulveda Pass? Metro And Local Residents Weigh Their Options"
5/10/2024	LAist: Instagram	"Metro is looking for public feedback on a new transit line aiming to cut down on traffic along the 405 Freeway — and one main question is whether they should build a monorail or a subway along the route"
5/10/2024	Northwestwoodcouncil: Instagram	"@metrolosangeles is hosting further community meetings on the Sepulveda Transit Corridor, including 5/13 online and 5/14 at @westwoodumcla"
5/10/2024	Northwestwoodcouncil: Instagram	"@metrolosangeles is hosting further community meetings on the Sepulveda Transit Corridor, including 5/13 online and 5/14 at @WestwoodUMCinLA" .
5/10/2024	Northwestwoodcouncil: Instagram	"Metro Los Angeles is hosting further community meetings on the Sepulveda Transit Corridor, including 5/13 online and 5/14 at the Westwood Church"
5/10/2024	Los Angeles Daily News	"Have questions on LA Metro transit line in Sepulveda Pass? Attend the meetings"
5/13/2024	ITE at UCLA	"Are you interested in the LA Metro Sepulveda Transit Corridor project? Join ITE @ UCLA to learn more AND give to public comment at LA Metro's Sepulveda Transit Corridor community meeting!"
5/13/2024	Climate Resolve: X	"Climate Resolve supports underground rail alternatives for the proposed Sepulveda Transit Corridor Project."

Date	Source	Article/Title
5/13/2024	UCLA Transportation: X	"Share your input on LA Metro's long-planned Sepulveda Corridor transit project at public feedback sessions today and tomorrow."
5/13/2024	CityWatchLA	Sepulveda Pass Transit. Why Is LA Metro Hiding Subway Alternative 6?
5/20/2024	CityWatchLA	"Sepulveda Pass Transit – Metro Already Three Years Behind on Project and Counting"
5/23/2024	CityWatchLA	"Metro's Follies-Continuing Failure of Leadership"
5/23/2024	CityWatchLA	"The MTA. Dangerous for Riders and a Waste of Money"
5/23/2024	CityWatchLA	"Sepulveda Transit Corridor Project: How quiet is that monorail? It is not a whisper"

5.0 COMMUNITY MEETINGS

5.1 Overview of the Community Meetings

Metro hosted three (3) community meetings on May 11, May 13 and May 14 to share information on the monorail alterantives and gather community feedback. Metro held two in-person meetings, one in the Valley and one on the Westside, and a third was held virtually.

The community meetings were designed primarily for stakeholders to receive information about the three monorail alternatives and gather feedback about the possible elimination of Alternative 2. Metro gave a formal presentation, followed by a Q&A session and open house period, where stakeholders were encouraged to move around the room to visit each of the numbered stations that had information regarding the proposed alternatives and to ask questions of the design teams.

The table below provides the community meeting schedule.

Table 5-1 Community Meeting Locations

Meeting	Date/Time	Location/Address
Community Meeting #1 Van Nuys	Saturday, May 11, 2024 10:00am-12:00pm	Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Community Meeting #2 Virtual	Monday, May 13, 2024 12:00pm-1:00pm	Zoom Webinar
Community Meeting #3 Westwood	Tuesday, May 14, 2024 5:30pm-7:30pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

5.2 Format for In-Person Community Meetings

In May 2024, Metro hosted two community meetings to share information and gain feedback about the possible removal of Alternative 2. The meetings were hosted at the Marvin Braude Constituent Services Center in Van Nuys and the Westwood United Methodist Church in Westwood. While each meeting shared the same content, a table with information on the G Line Improvements Project and the East San Fernando Light Rail Transit Project was set up for the Van Nuys meeting, and an information table about the I-405 Sepulveda Pass ExpressLanes was set up at both the Van Nuys and the Westwood meeting.

Each meeting had an open house session, followed by a formal presentation. Upon arrival, attendees were encouraged to visit each information center and ask the project team or development team questions about the project. The May meetings had four stations. The first station began with a general project and environmental process overview. Station 2 featured three screens dedicated to the alternatives, with representatives from each project team present: Alternatives 1-3 (LASkyRail Express monorail), Alternatives 4-5 (Sepulveda Transit Corridor Partners heavy rail) and Alternative 6 (HTA heavy rail with a driver). The third station played each customer journey videos on a loop and was later re-purposed as the main presentation screen. A station featuring Spanish information was also available at each meeting.

The formal presentation provided a general project overview, information on each alternative, and a comparison of each monorail alternative. The presentation also focused on the potential removal of Alternative 2 and the reasons for its removal. All attendees were provided with question cards to submit to the project team to respond to during the Q&A session. All submitted question cards for each meeting can be found in Appendix B.

After the meeting attendees checked in, they were guided to visit the stations in numerical order until the presentation started. A description of information stations can be found in Table 5-2, while the content presented at the station is detailed in Appendix G.

Table 5-2 In-Person Community Meeting Stations

Sta. No.	Topic	Display	Description
0	**Welcome/ Refreshments**	*Display Boards* • Welcome • Community Mtg. Guidelines *Handouts* • Feedback form • Q&A card • Project fact sheet	Guests received greetings from the outreach staff, were encouraged to sign in and received a packet of informational handouts.
1	**Project Overview**	*Screen with general project StoryMap and overview information and environmental process (English)*	The general project StoryMap provided an overview of the Sepulveda Transit Corridor project and the environmental process.

Sta. No.	Topic	Display	Description
2	**Project Alternatives & Technology**	*Three Screens* • *Screen #1: Alternatives 1-3* • *Screen #2: Alternatives 4-5* • *Screen #3: Alternative 6*	An overview of Project Alternative StoryMap was shown at this center and project boards that outlined project alternatives were displayed.
4	**Presentation Area/ Customer Journey Videos**	*Screens with PowerPoint Presentation & looping Customer Journey Videos*	Seating for approximately 100 was designated in this area to allow attendees to hear the presentation and Q&A. Before and after the presentation, six short videos depicting fictional transit riders were shown on loop to display future travel time savings for each alternative as compared to current transit options.
-	**Spanish Station/ Resources/Nearby Projects**	*Two Screens* • *Screen #1: Spanish Station* • *Screen #2: I-405 ExpressLanes Information Table* Two tables were also in place to share G-Line & East San Fernando Valley Light Rail Project Information (Van Nuys Meeting).	Overview of project information in Spanish with live Spanish interpretation available. project maps were shown in this center.
-	**Kids Station**	*Kids activities*	Small seating area with coloring books and crayons for kids to use while their parents listened to the meeting
-	**Public Input**	*Display Boards* • Public Input *Resources* • Feedback Forms	Participants could sit and provide input via paper forms. Table signage with options for online input were displayed.

Sta. No.	Topic	Display	Description
-	**Additional Resources**	Fact Sheets: • D (Purple) Line Extension Project • I-405 Sepulveda Pass ExpressLanes Project • G Line (Orange) Improvements Project • East San Fernando Valley Light Rail Transit Project General Topics (all English/Spanish) • Public-Private Partnerships (P3) • Property-Acquisition • Environmental Process • Gentrification	Fact sheets from other relevant projects/topics available on magazine rack

5.3 Format for Virtual Community Meeting

The virtual community meeting took place on May 13, 2024, via Zoom. The webinar covered the same information as presented during the in-person community meetings, including a general project overview, an in-depth analysis of monorail Alternatives 1-3, and details regarding the potential removal of Alternative 2. During the presentation, attendees were encouraged to ask questions via the Zoom Q&A feature. After the formal presentation, project team members addressed these questions verbally or in writing using the Q&A feature. Additionally, project staff shared links to resources including other project factsheets and initiatives, the project website and StoryMaps in the Zoom chat.

5.4 Summary of Public Participation

The three community meetings collectively attracted over **341** participants and resulted in **156** paper feedback and question forms. All community feedback was collected and documented though input forms provided at the sign-in table and the online feedback form.

Table 5-3 Summary of Community Meeting Participation

Meeting	Number of Participants	Number of Input/Question Cards
May 11, 2024 (Van Nuys)	~40	2; 16
May 13, 2024 (Virtual)	~201	6; 79
May 14, 2024 (Westwood)	~100	10; 43
TOTAL	~341	18; 138

Van Nuys Community Meetings – Notable Attendees:

- Office of Los Angeles City Councilmember Nithya Raman
- Office of Los Angeles City Councilmember Bob Blumenfield
- Office of Los Angeles City Councilmember Imelda Padilla

- Office of Los Angeles City Councilmember Paul Krekorian
- Bel-Air Beverly Crest Neighborhood Council
- Sherman Oaks Neighborhood Council
- Sherman Oaks Homeowners' Association
- Transit Coalition
- UCLA
- Van Nuys Neighborhood Council
- Valley Village Neighborhood Council

Westwood Community Meetings – Notable Attendees:

- Office of Los Angeles City Councilmember Paul Krekorian
- Office of Los Angeles City Councilmember Katy Yaroslavsky
- Brentwood Community Council
- Mar Vista Neighborhood Council
- UCLA
- Westwood Hills Property Owners' Association
- Westwood Community Council
- Metro Youth Council
- Media: KQED Public Radio, Daily Bruin, KNX1070

Virtual Community Meeting – Notable Attendees:

- Elected Office Staff:
    - Office of U.S Congressmember Ted Lieu
    - Office of U.S. Congressmember Brad Sherman
    - Office of State Senator Caroline Menjivar
    - Office of Los Angeles County Supervisor Janice Hahn
    - Office of Los Angeles County Supervisor Lindsey Horvath
    - Office of Los Angeles Councilmember Imelda Padilla
    - Office of Los Angeles Councilmember Paul Krekorian
- Neighborhood Councils:
    - Bel-Air Beverly Crest Neighborhood Council
    - Encino Neighborhood Council
    - Holmby Westwood Property Owners Association
    - Westwood Neighborhood Council
    - Sun Valley Area Neighborhood Council
- Homeowners' Associations
    - Bel Air Homeowners Association
    - Brentwood Glen Association
    - Brentwood Hills Homeowners Association
    - Brentwood Homeowners Association
    - Brentwood Residents Coalition
    - Keep Bel-Air Beautiful
    - Sherman Oaks Homeowners' Association
    - Westwood Hills Property Owners Association
    - Westwood South of Santa Monica Homeowners Association

- Other Organizations
    - J Paul Getty Trust
    - Los Angeles Area Chamber of Commerce
    - Los Angeles City Historical Society
    - Sierra Club
    - The Transit Coalition
    - University of California, Los Angeles
    - Valley Industry and Commerce Association (VICA)
    - Westside Cities Council of Governments
- Agencies:
    - Caltrans
    - City of Beverly Hills
    - City of Los Angeles - Department of City Planning
    - California Public Utilities Commission
    - San Diego Association of Governments
- Media: KQED Public Radio

Zip code information was required to register for the virtual meeting. Of the 137 zip codes represented, the top four zip codes were Brentwood – 90049 (26), Sherman Oaks – 91403 (21), Chinatown/Downtown Los Angeles – 90012 (15) and Westwood – 90024 (14). In addition, a poll conducted during the session indicated the geographical distribution of the participants: 32% from the Westside, 28% from the San Fernando Valley, 8% each from Central LA/Downtown and the San Gabriel Valley, 4% from the South Bay, 2% each from the Gateway Cities and South Los Angeles, and 14% from locations outside Los Angeles County. Furthermore, 61% of meeting attendees reported they had engaged with the project previously, either through attendance at earlier meetings or by submitting emails or feedback forms.

6.0 PUBLIC FEEDBACK

6.1 Quantity/Type of Feedback Received

Following the community meetings, Metro continued to encourage people to provide their input through May 23. In total, the project received 483 submissions via feedback and Q&A cards at the in-person community meetings, the Q&A at the virtual community webinar, the online form, and the project email, as follows:

- Van Nuys meeting: Feedback forms: 2; Q&A Cards: 16
- Virtual Community Webinar Input: 85
- Westwood meeting: Feedback Forms: 10; Q&A Cards: 43
- Input submitted via online form/email May 11-May 27, 2024: 327

6.2 Feedback by Location

Of the feedback received, approximately 62% included zip code information, which comprised all the online forms, as well as some of the paper feedback forms/Q&A cards and emails. The comments/questions received in the Zoom virtual community meeting and most of those submitted via email did not include zip code data.

Feedback came from 102 different zip codes throughout Los Angeles County and beyond. The top five zip codes below accounted for nearly 100 of the submissions (~30% of all submissions with zip codes):

- 90024 (Westwood/UCLA): 37
- 90049 (Brentwood/Westwood Hills): 18
- 91403 (Sherman Oaks): 16
- 90034 (Palms): 11
- 91423 (Sherman Oaks): 11

The top 12 zip codes accounted for 138 submissions and nine zip codes had at least seven submissions each.

6.3 Key Themes

Given the meetings' stated focus on the monorail alternatives and the potential removal of Alternative 2, many of the comments pertained to the alternatives.

In fact, more than half of the submissions (53%) mentioned a mode or alternative. Of those 254 submissions:

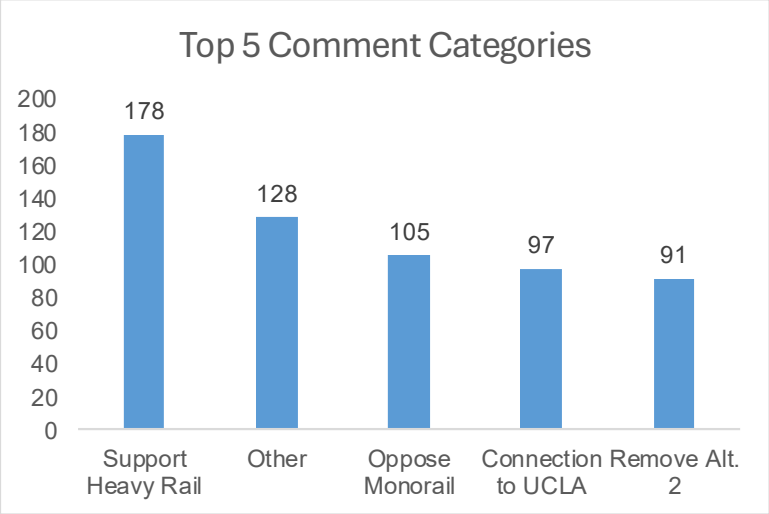
- 178 submissions expressed support for heavy rail (37% of all submissions)
- 91 specifically supported removal of Alternative 2 (19% of all submissions)
- 54 submissions supported removal of Alternative 1
- 39 submissions specifically called for removal of all monorail alternatives

Of the 123 submissions that mentioned monorail, 85% (105) opposed monorail, with 15% (18) in support. Four submissions expressed support for keeping Alternative 2. However, one of the four submissions noted support for Alternative 2 only because Alternative 1 is still under consideration. The commenter further noted Alternative 2 is a better option than Alternative 1.

In addition, 21 submissions mentioned support for Alternative 3, citing the direct connection to UCLA.

And 48 submissions specifically expressed support for at least one of Alternatives 4, 5 or 6, with 16 mentioning Alternative 4, 29 mentioning Alternative 5 and 21 mentioning Alternative 6.

One-fifth (20%) of all submissions (97) specifically mentioned the need for a UCLA on-campus station.



Note: Numbers do not add up to the total submissions, since many submissions mentioned multiple themes/comments.

Other topics of note included the following:

- General project support (59)
- Safety (39)
- General project opposition (23)
- Opposition to aerial configuration in the Valley/along Sepulveda (10)
- Costs/funding (10)
- Environmental process/schedule (10)

7.0 NEXT STEPS

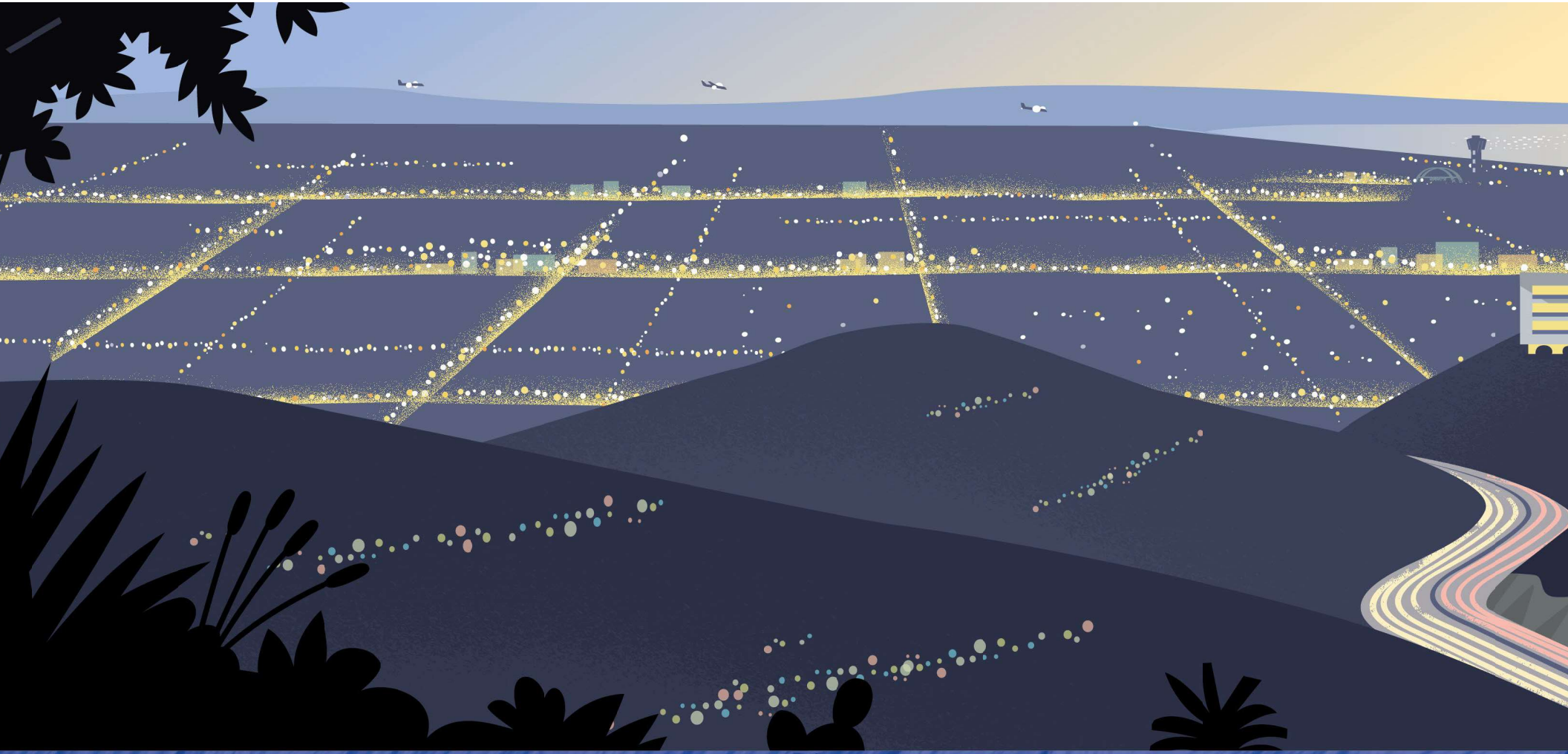
Metro is advancing technical and environmental analysis for the Sepulveda Transit Corridor Project. Public engagement opportunities will continue throughout 2024, culminating in the anticipated release of the Draft Environmental Impact Report in early 2025.

Welcome!

We will begin in a few moments.

Community Update Meeting

May 2024



We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

le of Conduct

ro is committed to ensuring that all cipants can fairly and clearly share s, comments and concerns about this ect. To provide a safe and equitable ess, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting

> Treat fellow community members, agency representatives, Metro staff and others with respect

> Address all comments to Metro staff and consultants

> Maintain a conversational tone

fety Onboard

's multilayer public safety
tem addresses crime, assists
n need and improves the
ner experience

rn more, go to:
.net/riding/safety-security/

Metro

metro.

We're here to help.

Estamos aquí para ayudar.

TAP Blue Shirts
Answer your questions about fare and help you with purchasing and using TAP cards.

Personal de TAP de camisas azules
Responden a sus preguntas sobre las tarifas y ayudan con la compra y el uso de las tarjetas TAP.

Metro Transit S
Officers (TSOs
Enforce Metro Code
fare compliance.

Agentes de seg
tránsito de Me
Hacer cumplir el Cód
de Metro, incluido el
de tarifas.

Metro Ambassadors
Support you during your journey, connect you to resources and report any maintenance or safety issues.

Metro Ambassadors
Lo apoyan durante su viaje, lo conectan con recursos e informan sobre cualquier problema de mantenimiento o seguridad.

Law Enforcem
Patrol Metro station
prevent and address

Cuerpo policia
Patrullan estaciones
autobuses para preve

HOME Teams
Multidisciplinary Homeless Outreach and Engagement teams link unhoused riders to social services and housing solutions.

Equipos HOME
Los equipos multidisciplinarios de atención a las personas sin hogar ponen en contacto a los pasajeros sin hogar con los servicios sociales y las soluciones de vivienda.

Contracted Se
Safeguard Metro sta
and support other s

Seguridad con
Protegen las estacion
y apoyan otras neces

Metro

Download the *Transit Watch* app today.
Descargue la aplicación Transit Watch *hoy.*
App Store Google Play

Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit *metro.net/go*

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genda

Welcome

Today's Speakers & Metro's Plan

Project Background

Current Phase: Environmental Review

Our Journey So Far

Focus on Monorail Alternatives

Potential Removal of Alternative 2

Next Steps

Q&A

Metro

day's Speakers

Stephanie Molen, Community Relations Manager

Ray Sosa, Chief Planning Officer

Cory Zelmer, Deputy Executive Officer, Countywide Planning

Anthony Crump, Executive Officer, Community Relations

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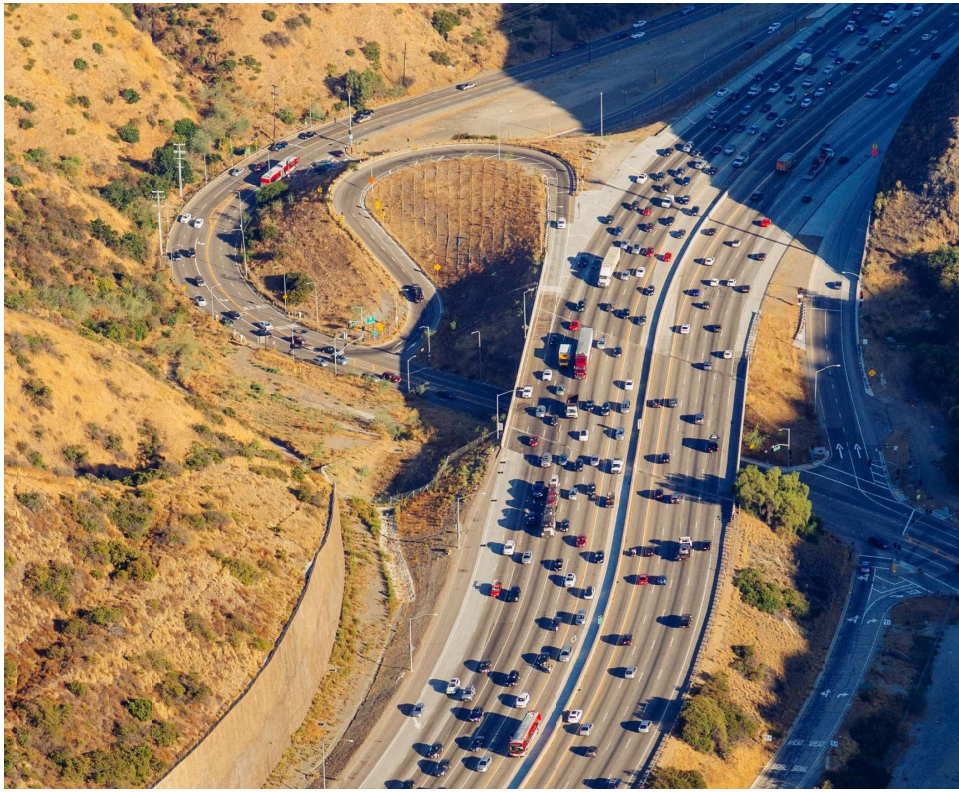
Metro has a plan to make it easier to get around.

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.

ro

roject Need

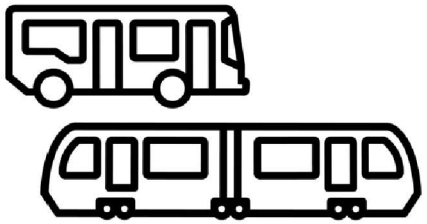
- Severe traffic congestion on I-405 especially during peak periods
- Travel times are highly variable
- Limited options for Valley-Westside travel
- Over 400,000 weekday trips through the Sepulveda Pass
- Less than 2 percent of trips in the Sepulveda Pass are made by transit

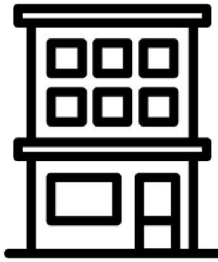


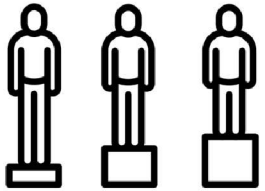
Metro

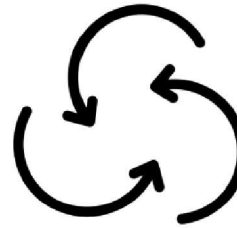
ject Goals & Objectives

- mprove Mobility
- mprove Accessibility and Promote Equity
- Provide a Cost-Effective Solution and Minimize Risk
- Support Community and Economic Development
- Protect Environmental Resources and Support a Sustainable Transportation System
- Enhance Resiliency









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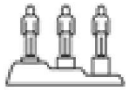
plan weaves efforts across four areas.

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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Project Background

m Early Planning to Environmental Review

6: Measure M

- Approved by LA County voters
- Includes a plan for highway and transit improvements between the San Fernando Valley, the Westside and LAX

7-2019: Sepulveda Transit Corridor sibility Study

lentified four feasible alternatives hree heavy rail; one monorail) etween the Valley and the Westside

> 2021: Pre-Development Agreements (PDAs)

Metro Board approved PDAs with two tea

- LA SkyRail Express (monorail)
- Sepulveda Transit Corridor Partners (he rail)

> 2021: Initiation of Environmental Review

Metro initiates environmental review of si rail transit alternatives and the "No Projec alternative

***:** An agreement with a contractor to initiate development of a project ugh a public-private partnership model designed to incentivize innovat*

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rnatives Development Process (2019-2022)

Environmental Re

ibility Study	PDA Proposals	PDAs Selected	Public Scoping	
FALL 2019	SUMMER 2020	SPRING/SUMMER 2021	2021-2022	CONTINUIN

vy rail & monorail
rnatives identified
urther study

issued for PDAs

Six alternatives presented to the public

Metro environm
review and evalu
of alternatives

Evolution of six alternatives

PDA PROPOSALS
monorail
tric bus to UCLA)
heavy rail)

+

AFTER PUBLIC INPUT
- **Alt. 3** (monorail w/ on campus UCLA station)
- **Alt. 5** (heavy rail)

+

METRO ADDITION
- **Alt. 6** (heavy rail)

+

PDA ADDITION (LASRE)
- **Alt. 2** (monorail w/APM to UCLA)

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Current Phase: Environmental Review

ulveda Transit Corridor Project

-quality, reliable rail transit service
ecting San Fernando Valley & Westside

ernatives have:

- rthern terminus station at Van Nuys etrolink/Amtrak Station
- uthern terminus station at Metro E Line (Expo)
- aintenance & Storage Facility (MSF)
- nnections to Metro's high-capacity transit lines:
  - East San Fernando Valley Light Rail Transit
  - Metro G Line (Orange)
  - Metro D Line (Purple)
  - Metro E Line (Expo)
- ility to extend south to LAX

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ject Alternatives Overview

build alternatives

Alternatives 1-3:
Automated Monorail

Alternative 4-5:
Automated Heavy Rail

Alternative 6: Driver Operated Heavy Rail

o Project Alternative" as quired by CEQA

etro is leading review of all ernatives

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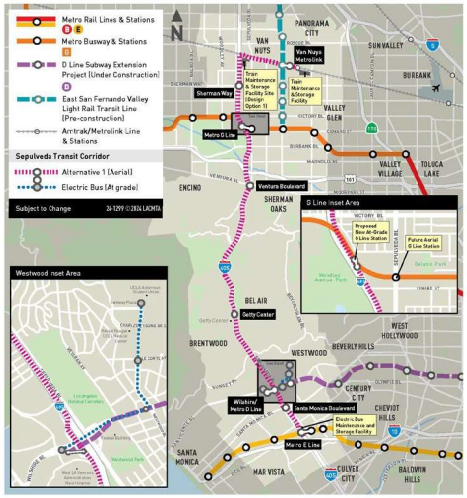
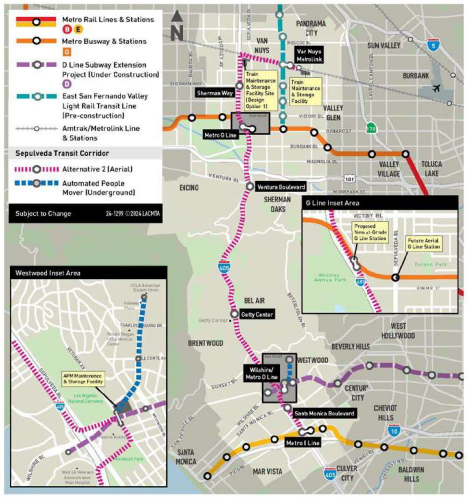
Sepulveda Transit Corridor
Alternative 1 (Monorail)



Sepulveda Transit Corridor
Alternative 2 (Monorail)



Sepulveda Transit Cor
Alternative 3 (M

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

Sepulveda Transit Corridor
Alternative 5 (Heavy Rail)

Sepulveda Transit Co
Alternative 6 (Hea

ironmental Review Process

tro continuing technical studies all alternatives

dies consistent with CEQA, which uires range of alternatives

ncurrently, developing a "PEL" h FTA in anticipation of NEPA

er public review of the DEIR, tro Board will consider ntifying an LPA

xt, FEIR and NEPA review will mplete environmental phase

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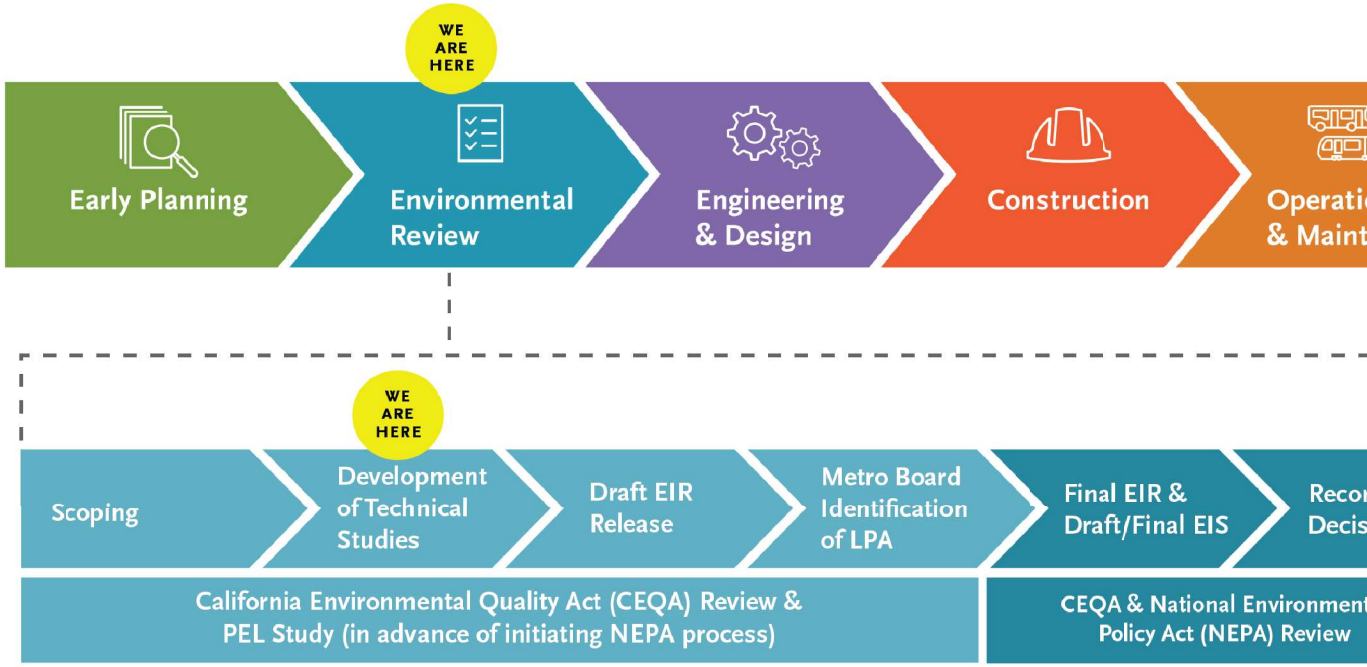
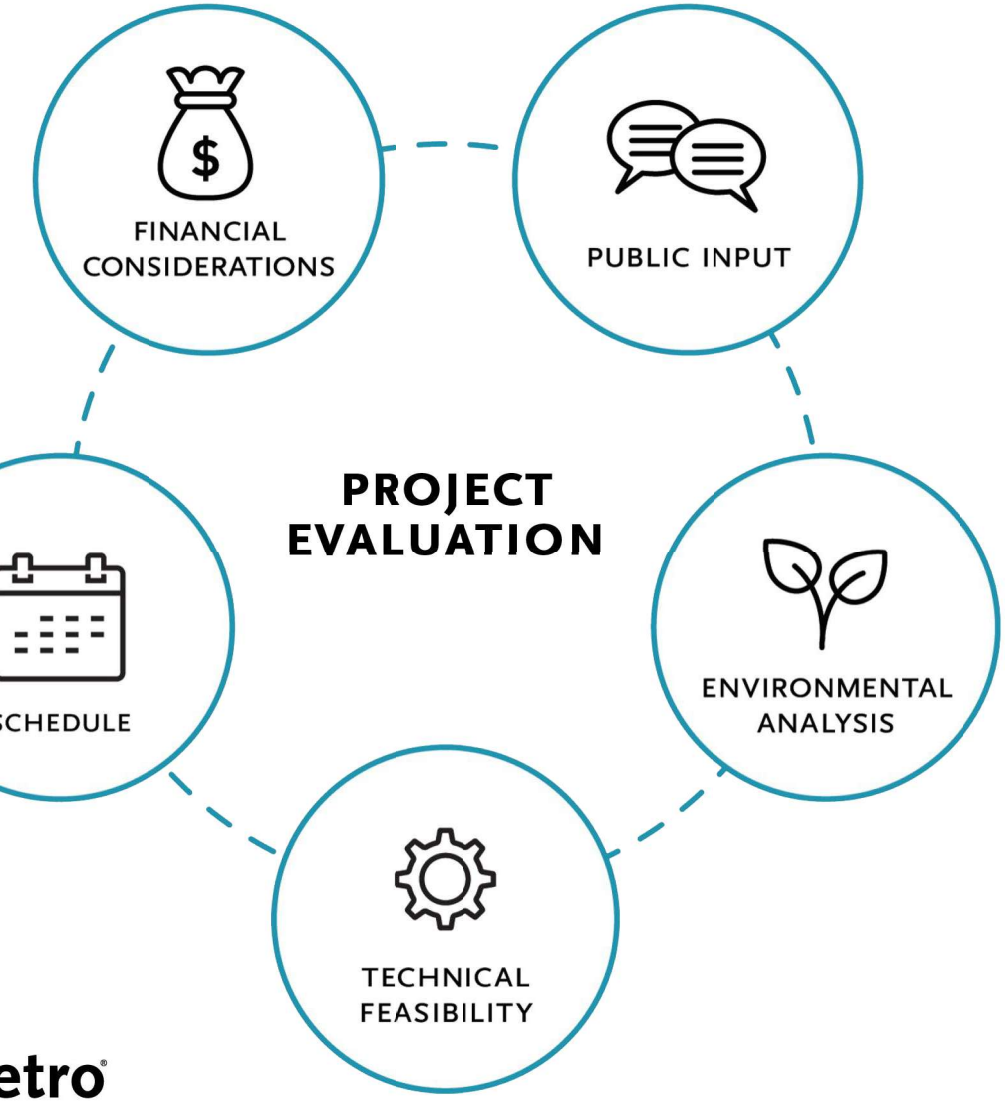


List of Acronyms

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

ject Evaluation Inputs



Environmental review is one component of Project Evaluation and will:

> Evaluate performance and benefits of alternatives

> Study potential impacts of construction, operation and maintenance

> Identify cumulative impacts of project on the environment

> Identify and assess potential mitigation measures to address potential significant adverse impacts

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ironmental Topics

Quality

nmunity and Neighborhood

nulative Impacts

systems and Biological
ources

ergy

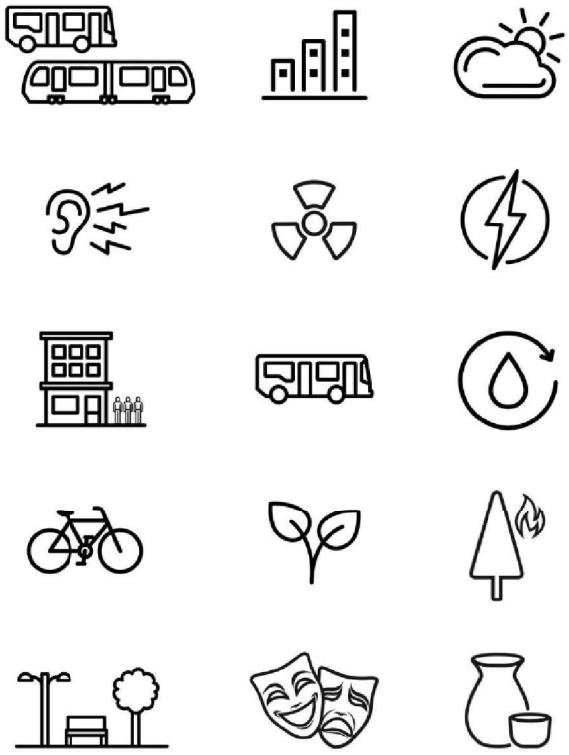
otechnical, Subsurface,
l Seismic Hazards and
zardous Materials

enhouse Gas Emissions

owth Inducement

toric, Archeological, and
eontological Resources

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



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Our Journey So Far

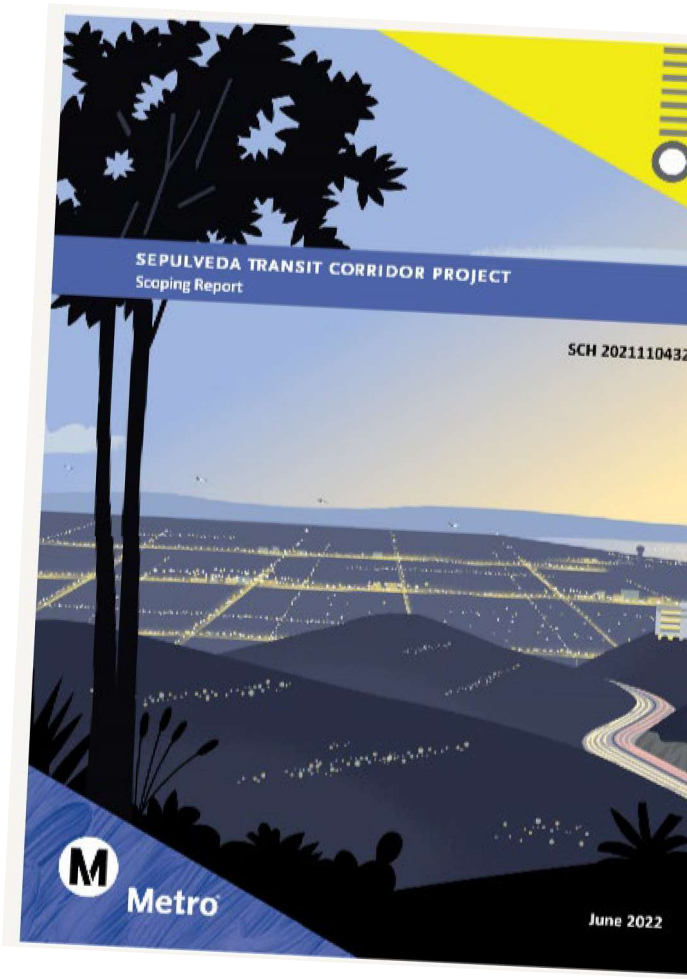
've Heard You: 2021-2022

coping (Nov. 2021 - Feb. 2022)

- Three virtual meetings (550+ attendees)
- 3,100+ submissions
  - > Support for or opposition to modes/alternatives
  - > Environmental concerns, including cumulative impacts
  - > Equity Concerns
- Report Out (June 2022): Scoping report and virtual meeting

urvey (Summer 2022)

- Telephone/online in English & Spanish
- 1,032 respondents
  - > Travel time
  - > Construction duration
  - > Underground vs. elevated rail
  - > Connections to UCLA, Metro D Line
- Report Out (Dec. 2022): Board report and eblast



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've Heard You: 2023-Present

tation Location Open Houses (Jan. 2023)

- Two in-person, one virtual meeting (500+ attendees)
- 1,800+ submissions
  - > Interest in heavy rail alternatives
  - > Support for on-campus UCLA stop
  - > Questions about monorail connections to UCLA
  - > Importance of connections to D and E Lines
- Report Out (Aug. 2023): Board report and eblast

ravel Time & Boardings Meetings (Oct./Nov. 2023)

- Two in-person, one virtual meeting (500+ attendees)
- 720+ submissions
  - > Support for heavy rail alternatives
  - > Opposition to monorail alternatives
  - > Support for an on-campus UCLA station/stop
- Report Out (March 2024): Board report and eblast

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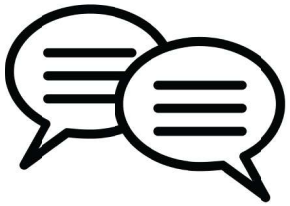
v We've Kept You Informed (2021-Present)

12
Public Meetings

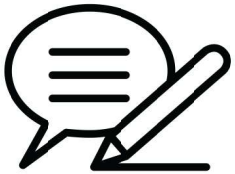
Public Meeting Attendance: **2,175+**

45+
Outreach Booths

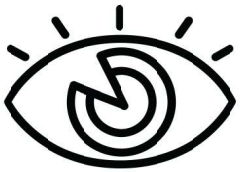


6,500+
Total Stakeholders Engaged

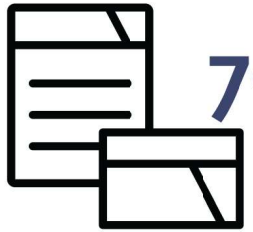
Eblast Database of **17,000+** Contacts



5,900+
Comment Submissions Received



~50%
Open Rate



70+
Eblasts Sent Since 2021

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ay's Meeting & What's to Come

Information being shared NOW

- ✓ Information about monorail alternatives under consideration
- ✓ Decision process for possible elimination of Alternative 2

Topics under study
Will be shared prior to DEIR release

- ✓ Costs – construction & operations
- ✓ Impacts from construction & operations
- ✓ Associated mitigations
- ✓ Construction schedule
- ✓ Project benefits

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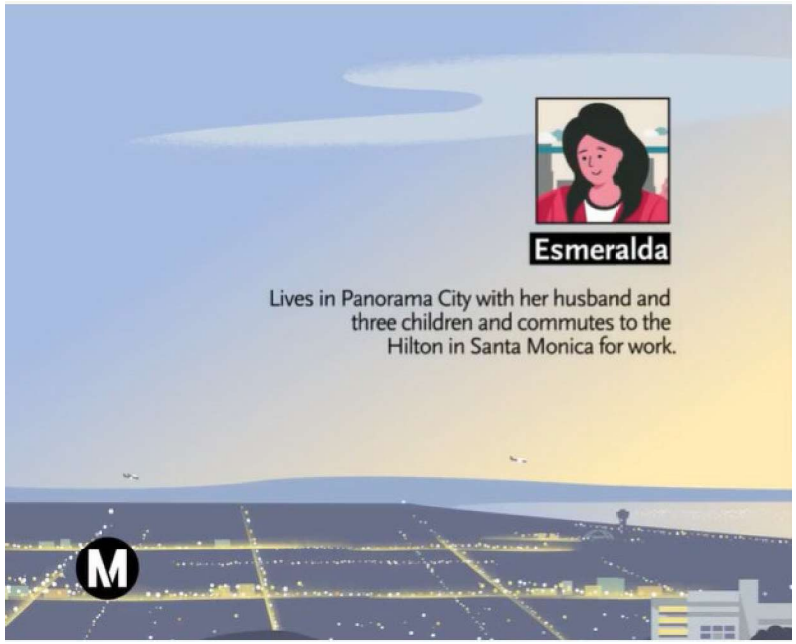
Customer Journeys: Monorail Alternatives

ure Customer Journey – Alt. 1

tel worker in Santa Monica traveling from
norama City via Van Nuys to Downtown Santa
onica via Expo on Alt. 1



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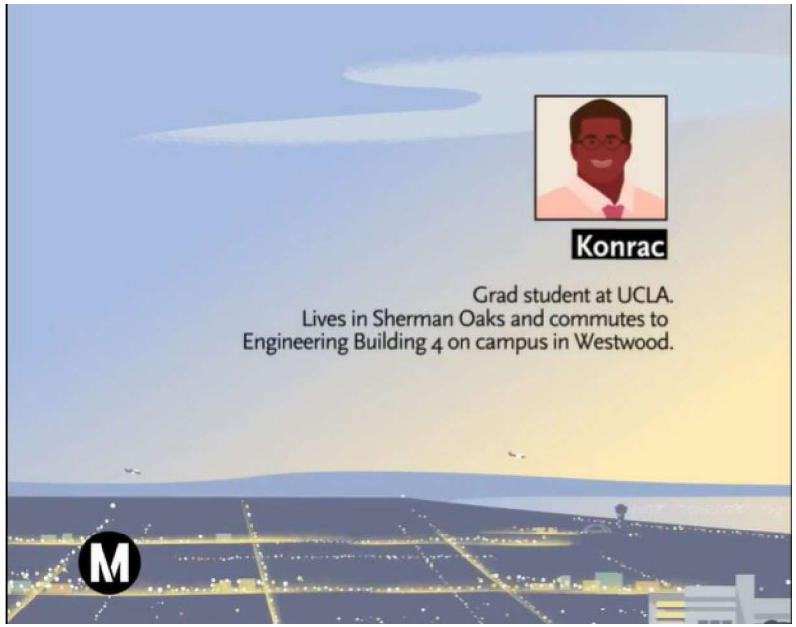
ure Customer Journey – Alt. 2

ad student at UCLA who lives in Sherman Oaks
veling from Ventura Blvd Station to UCLA on Alt. 2



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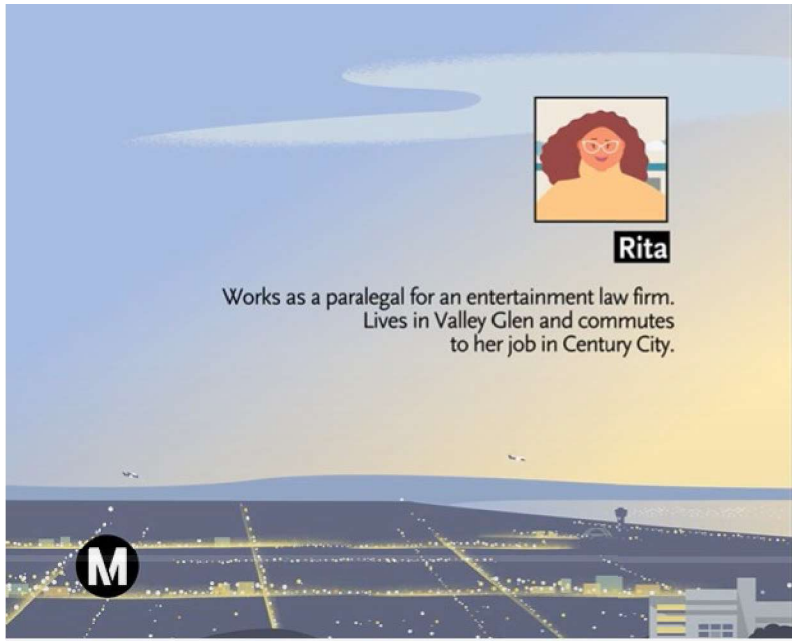
ure Customer Journey – Alt. 3

ralegal from Valley Glen working in Century City
veling from Van Nuys to Century
y/Constellation Station on Alt. 3



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Proposed Removal of Alternative 2

ect Monorail Alternatives Overview

Alternative 1 (Monorail)

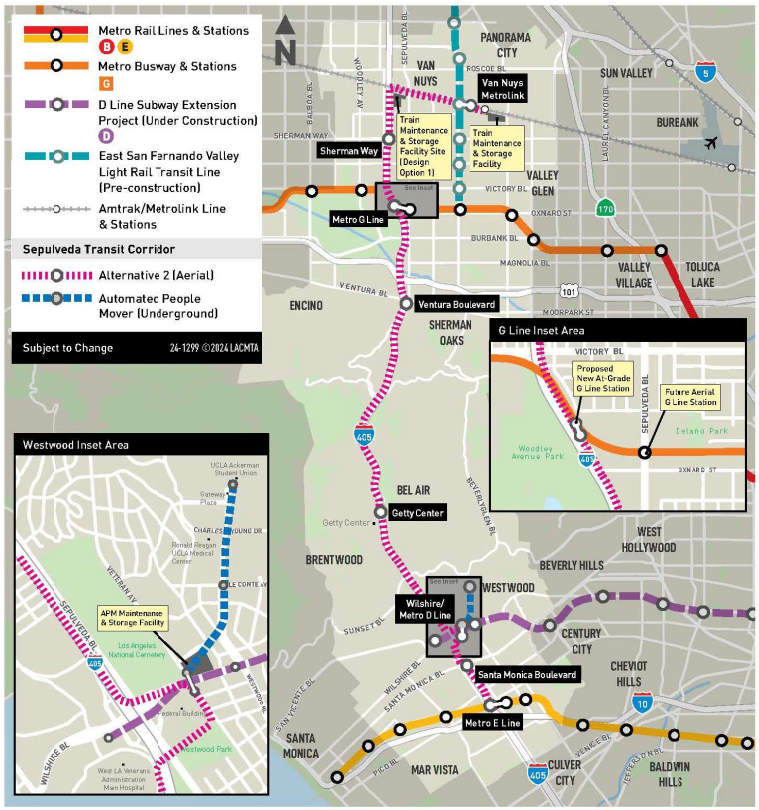
e 1 (Monorail)

rial

ts to Purple Line @ Wilshire/VA

bus to UCLA

Alternative 2 (Monorail)



Alternative 2 (Monorail)

- Fully aerial
- Connects to Purple Line @ Wilshire/Veteran Av
- Underground automated people mover to UCLA

Alternative 3

Alternative 3 (Monorail)

- Aerial except underground between Getty C and Wilshire
- Connects to Purple Line @ Wilshire/Veteran
- On campus UCLA monorail station

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ect Monorail Alternatives at a Glance

	Alt. 1	Alt. 2	Alt. 3
(miles)	15.3	15.8	16.2
uration	Aerial	Aerial	Aerial/ Underground
s	8	8	9
ction to UCLA	Electric Bus from D Line Westwood/VA Station	Automated people mover (APM) connection from Wilshire Bl Station	Underground station campus at Gateway P
-end travel time (mins)	28	30	32
time from Van Nuys ink to UCLA (mins)	39 With transfer to Electric Bus	32 With transfer to APM	24
ted Weekday Boardings	64,798	69,985	86,013

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rnative 2 Removal – Background

- Last alternative to be included of six that were presented at scoping when CEQA began
- t was added at the request of LA SkyRail Express (LASRE) in 2021
- LASRE requested removal of Alternative 2 based on its own review, comparison with Alternatives 1 and 3
- Metro independently reviewed LASRE request and determined that from an environmental perspective:
  - > Alternative 2 is challenged to provide advantages over the other alternatives
  - > A reasonable range of alternatives would remain for public participation and informed decision-making
- Public feedback will help inform whether Alternative 2 should remain eliminated

Alternative 2 (Monc

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noval of Alternatives

alternative can be withdrawn per CEQA Guidelines Section
126.6(f)

- Documented in “Alternatives Considered but Rejected” section of EIR, and/or administrative record

s has occurred in other Planning Studies including:

- D/Purple Line Extension
- Southeast Gateway Line
- East San Fernando Valley Transit Corridor
- Crenshaw/LAX, etc.

EIR study progresses, alternatives may be further modified due to
w information or public input

- EIR will clearly describe alternatives evaluated

tro will continue to keep the public informed as environmental
iew continues

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Next Steps

xt Steps

- ontinued technical analysis of alternatives
- dditional outreach before Draft EIR release nticipated early 2025)
- ture updates to include:
  - Construction and operating cost estimates
  - Impacts from construction and operations
    - Noise
    - Vibration
    - Other
  - Mitigation measures
  - Construction schedule

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ernative 2 Decision

tro decision based on factors including technical information, environmental nsiderations, and public input

Stakeholders are encouraged to submit input by **Thursday, May 23, 2024**

- In-person at our community meetings
- Using QR code
- Via email: sepulvedatransit@metro.net
- By U.S. Mail to:
  Peter Carter, Project Manager
  Metro
  One Gateway Plaza, Mail Stop 99-22-6
  Los Angeles, CA 90012

mmary report on feedback received

port and decision regarding Alt. 2 will be released to Metro Board and public

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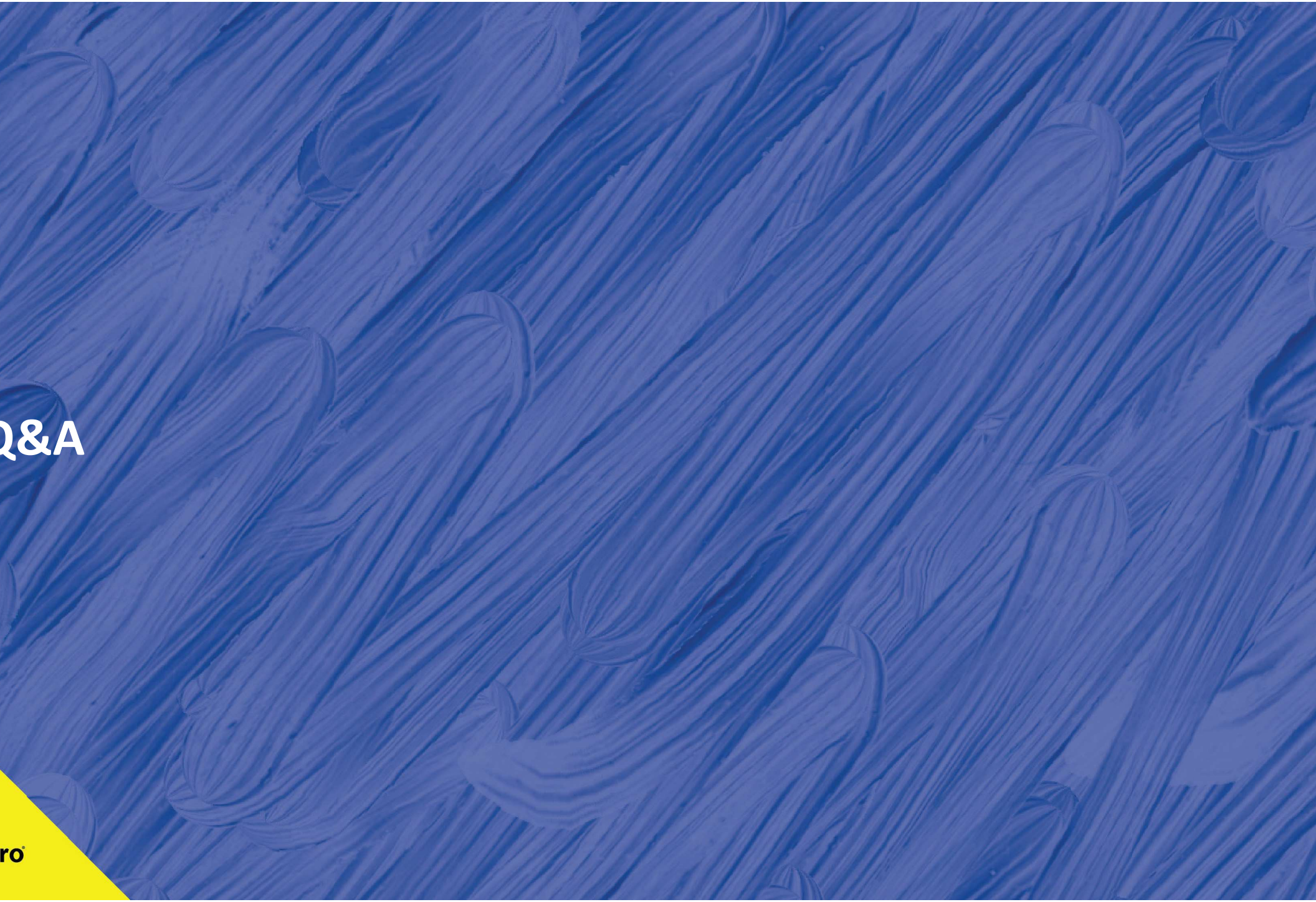
Q&A

v to Submit Questions Today

sing Q&A card

ue to limited time, we will focus on questions of oadest interest

l questions and input will be shared with the am

Thank you for joining us!

Please stay connected!

etro

y 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

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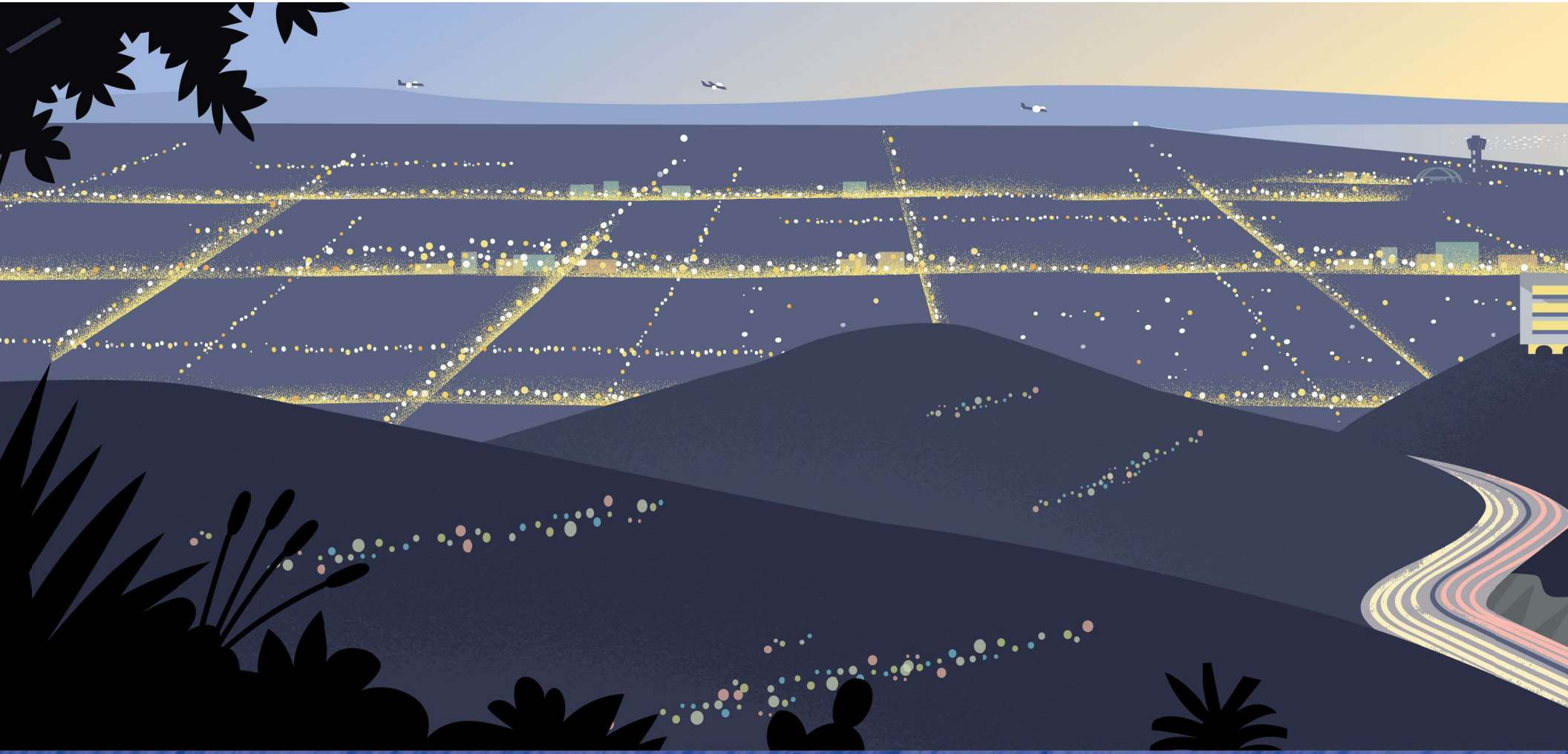
¡Bienvenidos!

Comenzaremos en unos minutos

Reunión de Actualización Comunitaria

Mayo de 2024



We're exploring alternatives to the 405.

Estamos explorando alternativas para la 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

ro

ligo de Conducta

ro está comprometido a asegurar que s los participantes puedan compartir anera justa y clara ideas, comentarios uietudes sobre este proyecto. Para lar un proceso seguro y equitativo, tamos su ayuda.

Durante esta reunión, favor de:

> Respetar el formato de la reunión.

> Tratar a otros miembros de la comunidad representantes de agencias, personal de M y otras personas.
con respeto

> Dirigir todos los comentarios al personal y consultores de Metro.

> Mantener un tono conversacional

uridad a Bordo

stema de seguridad pública de
es capas de Metro aborda el
ayuda a quienes lo necesitan y
la experiencia del cliente

tener más información vaya a:
net/riding/safety-security/

metro.net/security

We're here to help.

Estamos aquí para ayudar.

TAP Blue Shirts
Answer your questions about fare and help you with purchasing and using TAP cards.

Personal de TAP de camisas azules
Responden a sus preguntas sobre las tarifas y ayudan con la compra y el uso de las tarjetas TAP.

Metro Transit Security Officers (TSOs)
Enforce Metro Code of Conduct, includin fare compliance.

Agentes de seguridad de tránsito de Metro
Hacer cumplir el Código de conducta de Metro, incluido el cumplimiento de tarifas.

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Support you during your journey, connect you to resources and report any maintenance or safety issues.

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Lo apoyan durante su viaje, lo conectan con recursos e informan sobre cualquier problema de mantenimiento o seguridad.

Law Enforcement
Patrol Metro stations, trains and buses to prevent and address crime.

Cuerpo policial
Patrullan estaciones de Metro, trenes y autobuses para prevenir y combatir el crime

HOME Teams
Multidisciplinary Homeless Outreach and Engagement teams link unhoused riders to social services and housing solutions.

Equipos HOME
Los equipos multidisciplinarios de atención a las personas sin hogar ponen en contacto a los pasajeros sin hogar con los servicios sociales y las soluciones de vivienda.

Contracted Security
Safeguard Metro stations and divisions and support other security needs.

Seguridad contratada
Protegen las estaciones y divisiones de Metr y apoyan otras necesidades de seguridad.

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Download the *Transit Watch* app today.
Descargue la aplicación Transit Watch *hoy.*

¡Transporte público gratuito para estudiantes con GoPass

Los estudiantes de escuelas de K-12 y colegios comunitarios participantes viaja gratis en Metro y otras agencias de transporte público.

Para saber si su distrito está participando comuníquese con su escuela o visite metro.net/gopass.

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genda

Bienvenida

Los Oradores de Hoy y el Plan de Metro

Antecedentes del Proyecto

Fase Actual: Revisión Ambiental

Nuestra Trayectoria Hasta Ahora

Enfoque en Alternativas de Monorriel

Posible Eliminación de la Alternativa 2

Próximos Pasos

Preguntas y Respuestas

Metro

s Oradores de Hoy

Stephanie Molen, Gerente de Relaciones Comunitarias

Ray Sosa, Director de Planeación

Cory Zelmer, Director Ejecutivo Adjunto, Planeación a Nivel del Condado

Anthony Crump, Director Ejecutivo, Relaciones Comunitarias

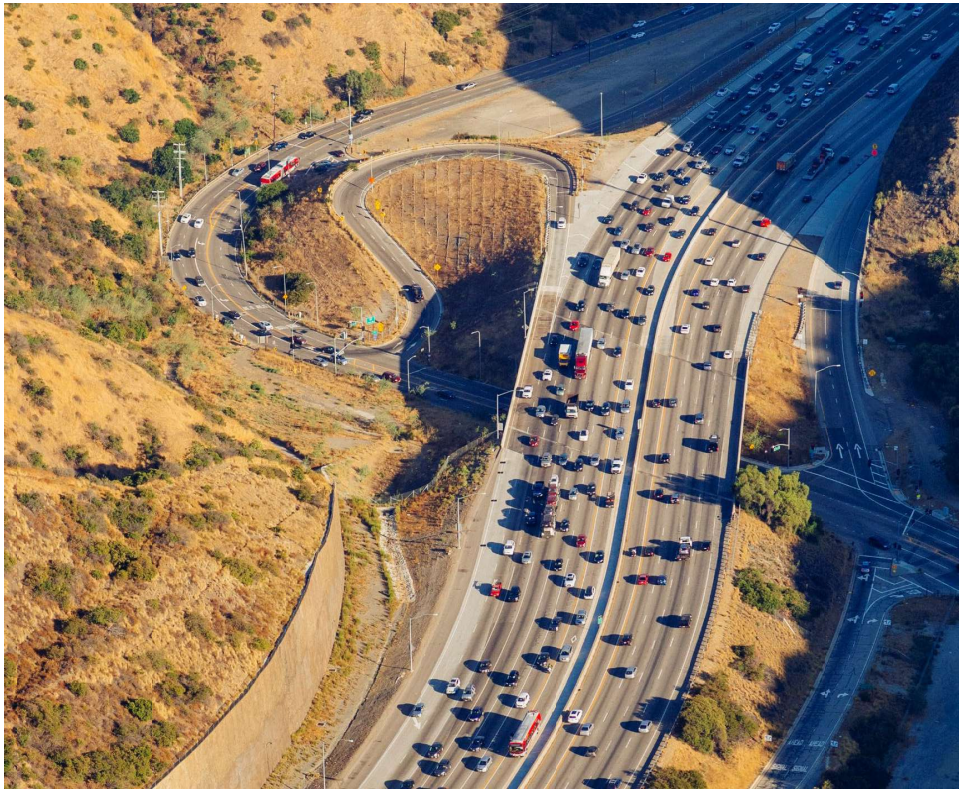
Metro

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.

ecesidad del Proyecto

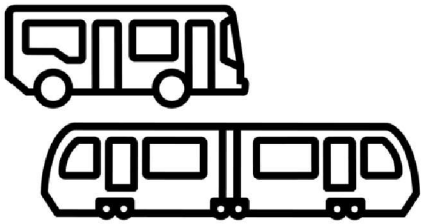
- Grave congestión de tráfico en la I-405, especialmente durante los periodos de pico
- Los tiempos de viaje son muy variables
- Opciones limitadas para viajar de Valley-Westside
- Más de 400,000 viajes entre semana por el Sepulveda Pass
- Menos del 2 por ciento de los viajes en el Sepulveda Pass se realizan en transporte público

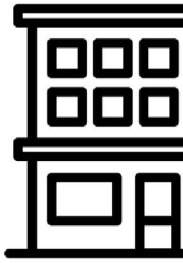


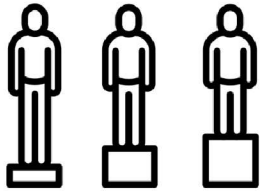
Metro

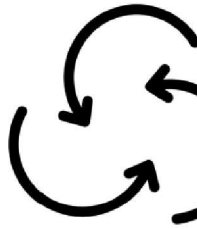
tas y Objetivos del Proyecto

- Mejorar la Movilidad
- Mejorar la Accesibilidad y Promover la Equidad
- Brindar una Solución Rentable y Minimizar los Riesgos
- Apoyar el Desarrollo Económico y Comunitario
- Proteger los Recursos Ambientales y Sustentar un Sistema de Transporte Sostenible
- Mejorar la Resiliencia









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estro plan entrelaza esfuerzos en cuatro áreas.

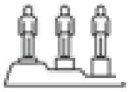
Mejor Transporte

Menos Congestión

Calles Completas

Acceso a la Oportunidad

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

 Equidad Sustentabilidad

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Antecedentes del Proyecto

a Planeación Temprana a la Revisión Ambiental

6: Medida M

Aprobada por los votantes del Condado de Los Angeles

Incluye un plan para mejoras de carreteras y transporte público entre San Fernando Valley, Westside y LAX

7-2019: Corredor de Transporte de ulveda

e identificaron cuatro alternativas ctibles (tres trenes pesados; un onorriel) entre el Valley y el Westside

> 2021: Acuerdos Pre-Desarrollo (PDA, por su siglas en inglés)

La Junta de Metro aprobó PDAs con dos equipos:

- LA SkyRail Express (monorriel)
- Sepulveda Transit Corridor Partners (ferrocarril pesado)

> 2021: Inicio de la Revisión Ambiental

Metro inicia la revisión ambiental de seis alternativas de transporte ferroviario y la alternativa de “Ningún Proyecto”

: Un acuerdo con un contratista para iniciar el desarrollo de un proyecto a tr
n modelo de asociación público-privada diseñado para incentivar la innovac

ceso de Desarrollo de Alternativas (2019-2022)

studio de ctibilidad | **Propuestas PDA** | **PDA seleccionados** | **Alcance Público** | **Revisión Ambie**

OÑO DE 2019 | **VERANO DE 2020** | **PRIMAVERA/VERANO DE 2021** | **2021-2022** | **CONTINUO**

nativas de ferrocarril pesado monorriel identificadas para or estudio

itud de Propuesta (RFP, por iglas en inglés) emitida para DA

Seis alternativas presentadas al público

Evolución de seis alternativas

AS PDA INICIALES
onorriel con eléctrico a UCLA)
rrocarril pesado)

+

DESPUÉS DE LOS COMENTARIOS PÚBLICOS
- **Alt. 3** (monorriel)
- **Alt. 5** (ferrocarril pesado)

+

ADICIÓN DE METRO
- **Alt. 6** (ferrocarril pesado)

+

ADICIÓN DE PDA (LASRE)
Alt. 2 (monorriel con Transporte de Personas Automatizado (APM, por sus siglas en inglés) a UCLA)

Revisión ambienta evaluación de alte de Metro

etro

Fase Actual: Revisión Ambiental

yecto del Corredor de Transporte de Sepulveda

io de transporte ferroviario confiable y de alta
d que conectará San Fernando Valley y el Westside

s alternativas tienen:

ación terminal norte en la Estación de Van Nuys
trolink/Amtrak

ación terminal sur en la Línea E (Expo) de Metro

alación de Mantenimiento y Almacenamiento (MSF, por sus
as en inglés)

exiones a las líneas de transporte de alta capacidad de Metro:
- Transporte de Tren Ligero de East San Fernando Valley
- Línea G de Metro (Orange, en inglés)
- Línea D de Metro (Purple, en inglés)
- Línea E de Metro (Expo)

ibilidad de extenderse hacia el sur a LAX

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cripción General de las Alternativas del Proyecto

s alternativas de construcción

- **Alternativas 1-3**:
  Monorriel Automatizado
- **Alternativas 4-5**:
  Ferrocarril Pesado Automatizado
- **Alternativa 6**:
  Ferrocarril Pesado Operado por Conductor

ternativa de Ningún oyecto" según lo requiere QA

etro está liderando la revisión todas las alternativas

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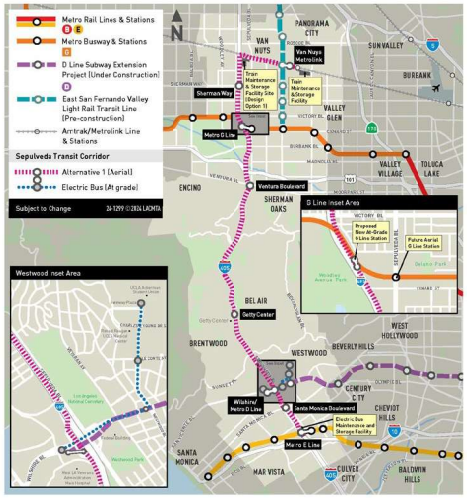
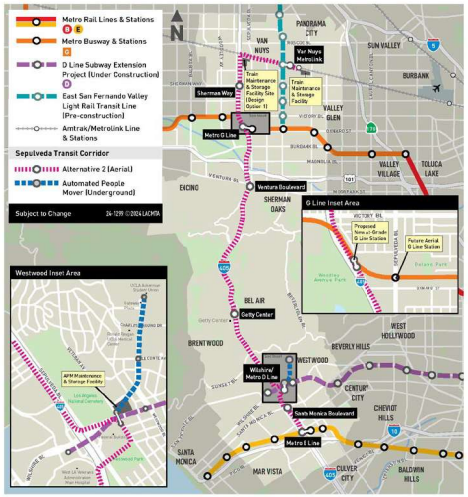
Sepulveda Transit Corridor
Alternative 1 (Monorail)



Sepulveda Transit Corridor
Alternative 2 (Monorail)



Sepulveda Transit Cor
Alternative 3 (M

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

Sepulveda Transit Corridor
Alternative 5 (Heavy Rail)

Sepulveda Transit Co
Alternative 6 (Hea

ceso de Revisión Ambiental

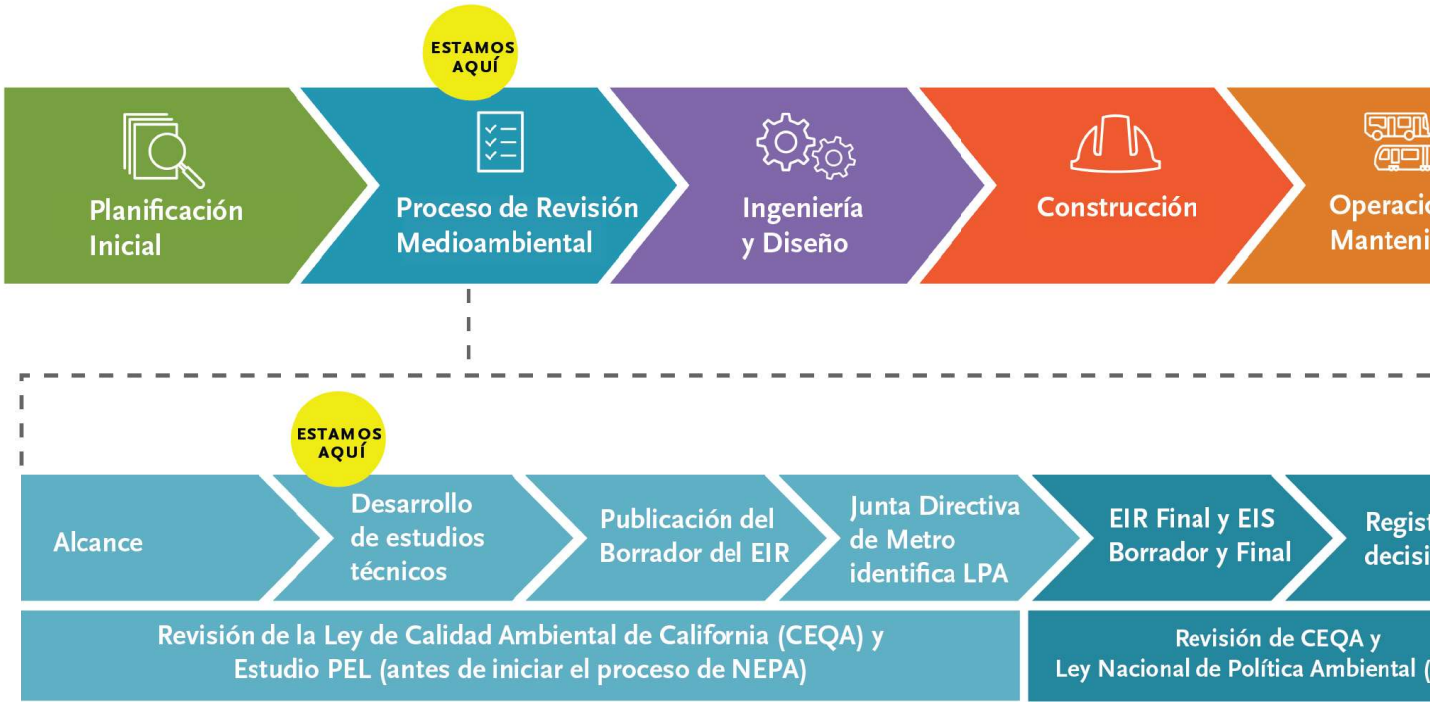
o continúa realizando estudios
cos para todas las alternativas

lios coherentes con CEQA, que
ere diversas alternativas.

smo tiempo, desarrollar un PEL
a FTA a la expectativa de la

ués de la revisión pública del
la Junta de Metro considerará
ificar una LPA

eriormente, la revisión del FEIR
PA completará la fase ambiental



Lista de Acrónimos

CEQA	Ley de Calidad Ambiental de California	FEIS	Declaración de Impacto Am
DEIR	Borrador del Reporte de Impacto Ambiental	FTA	Administración Federal de
DEIS	Borrador de la Declaración de Impacto Ambiental	LPA	Alternativa Localmente Pre
EIR	Reporte de Impacto Ambiental	NEPA	Ley Nacional de Política Am
EIS	Declaración de Impacto Ambiental	PEL	Planeación y Vinculación A
FEIR	Reporte de Impacto Ambiental Final		

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rtes de la Evaluación del Proyecto

El análisis ambiental es un componente de la Evaluación del Proyecto y:

> Evaluará el desempeño y beneficios de las alternativas

> Estudiará los posibles impactos de la construcción, operación y mantenimiento

> Identificará los impactos acumulativos del proyecto en el medio ambiente

> Identificará y evaluará posibles medidas de mitigación para abordar posibles impactos adversos significativos

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temas para el estudio ambiental incluyen

alidad del Aire

omunidad y Vecindario

npactos Acumulativos

cosistemas y Recursos
ológicos

nergía

eligros Geotécnicos, Subterráneos
Sísmicos y
ateriales Peligrosos

misiones de Gases de Efecto
vernadero

centivo al Crecimiento

ecursos Históricos, Arqueológicos y
aleontológicos

> Uso de Suelo y Desarrollo

> Ruido y Vibración

> Parques e Instalaciones Comunitarias

> Bienes Raíces y Adquisiciones

> Seguridad y Protección

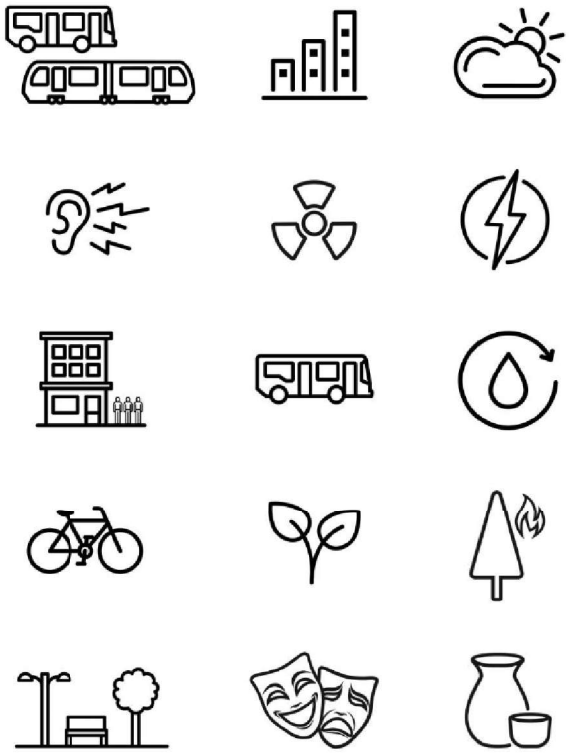
> Transporte

> Recursos Culturales Tribales

> Calidad Visual y Estética

> Recursos Hídricos

> Incendios Forestales



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Nuestra Trayectoria Hasta Ahora

Hemos Escuchado: 2021-2022

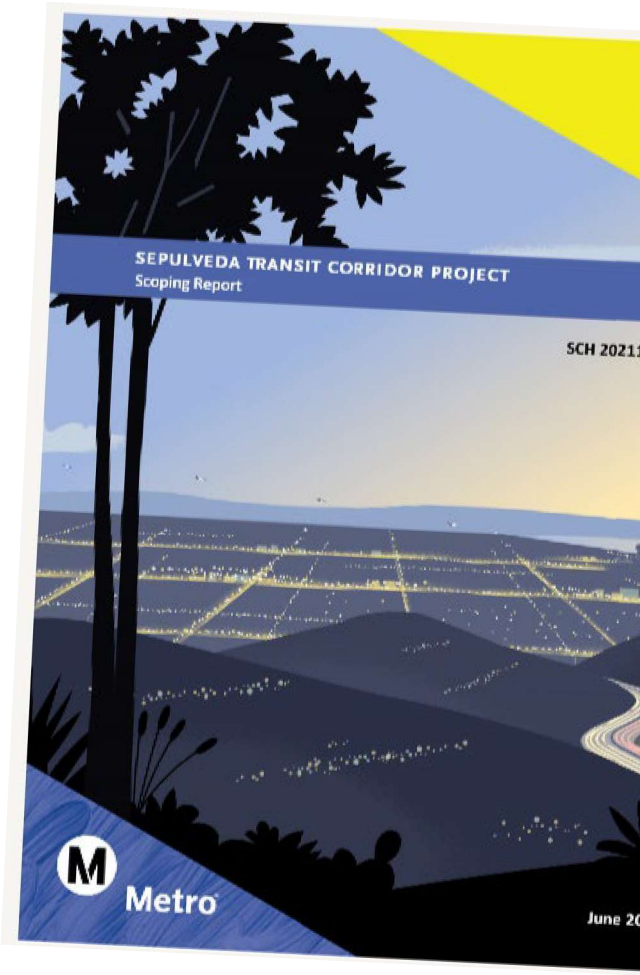
cance (noviembre de 2021 - febrero de 2022)

Tres reuniones virtuales (550+ asistentes)

3,100+ envíos

- > Apoyo u oposición a modos/alternativas
- > Preocupaciones ambientales, incluyendo los impactos acumulativos
- > Preocupaciones de Equidad

Presentación de Informe (junio de 2022): Informe de alcance y reunión virtual



cuesta (verano de 2022)

Teléfono/en línea en inglés y español

1,032 encuestados

- > Tiempo de viaje
- > Duración de la construcción
- > Tren subterráneo o elevado
- > Conexiones a UCLA, Línea D de Metro

Presentación de Informe (diciembre de 2022): Informe de la junta y eblast

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nos Escuchado: 2023-presente

ones de Puertas Abiertas en Estaciones (enero de 2023)

Dos reuniones presenciales y una virtual (500+ asistentes)

,800+ envíos

- > Interés en alternativas de ferrocarril pesado
- > Apoyo para la parada en el plantel de UCLA
- > Preguntas sobre las conexiones del monorriel a UCLA
- > Importancia de las conexiones a las Líneas D y E

Presentación de Informe (agosto de 2023): Informe de la junta y eblast

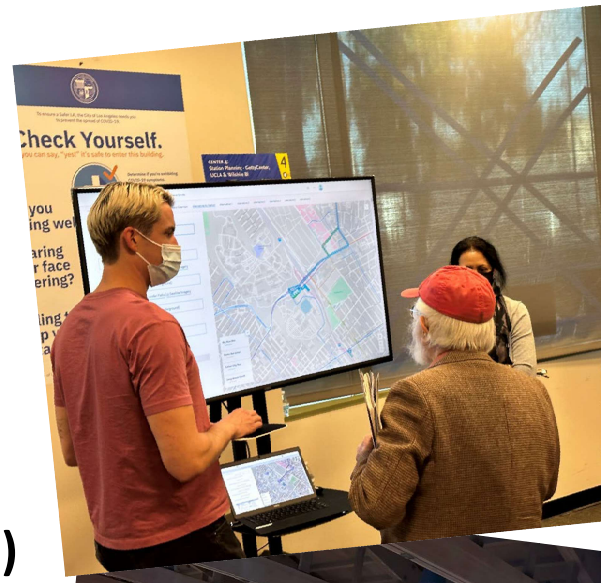
niones de Tiempos de Viaje y Abordajes (octubre/noviembre de 2023)

Dos reuniones presenciales y una virtual (500+ asistentes)

20+ envíos

- > Apoyo para las alternativas de ferrocarril pesado
- > Oposición a las alternativas del monorriel
- > Apoyo para la parada/estación en el plantel de UCLA

Presentación de Informe (marzo de 2024): Informe de la junta y eblast



no Lo Hemos Mantenido Informado (2021-presente)

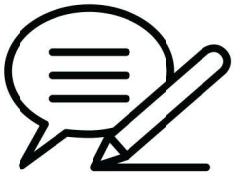
12
uniones Públicas

45+
Puestos de Alcance

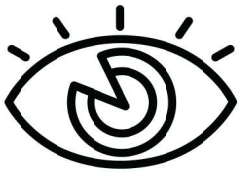
6,500+
Total de Partes Interesadas Participantes

Asistencia a Reuniones Públicas **2,175+**

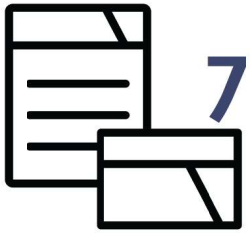
Distribución de Eblast a
17,000+
Contactos



5,900+
Envíos de Comentarios Recibidos



~50%
Por Concertar



70+
Eblasts Enviados Desde 2021

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Reunión de Hoy y Qué Está por Venir

Información que se está compartiendo AHORA

- ✓ Información sobre las alternativas de monorriel que se están considerando
- ✓ Proceso de decisión para la posible eliminación de la Alternativa 2

Temas en estudio. Se compartirá antes de la publicació del DEIR.

- ✓ Costos – construcción y operacion
- ✓ Impactos de la construcción y operaciones
- ✓ Mitigaciones asociadas
- ✓ Calendario de construcción
- ✓ Beneficios del proyecto

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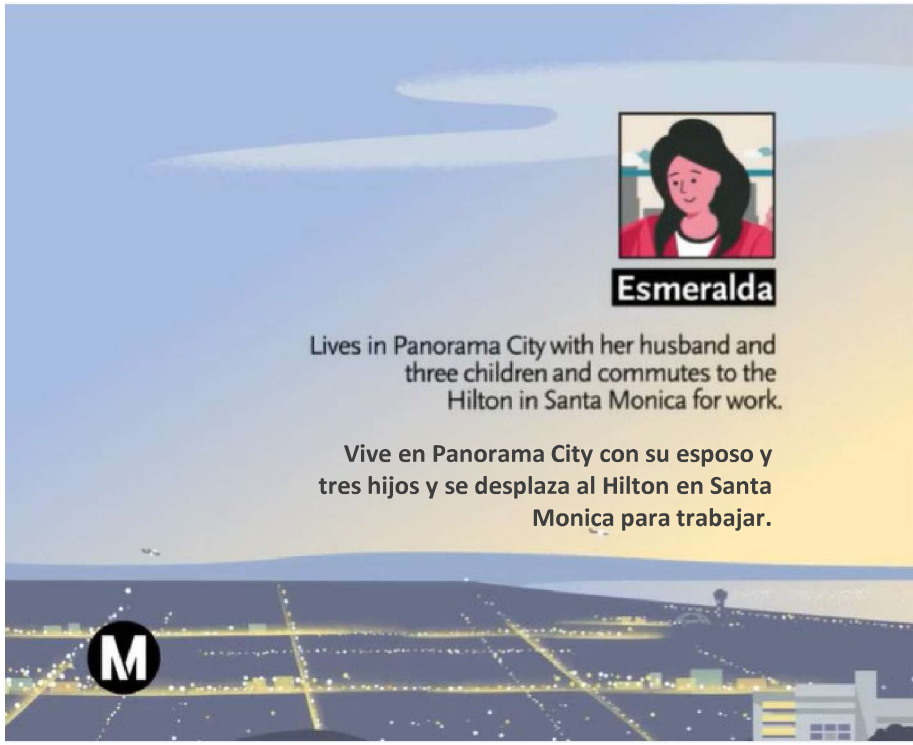
Mapa del Recorrido del Cliente: Alternativas de Monorriel

pa del Recorrido del Cliente – Alt. 1

bajador de hotel en Santa Monica que
ja de Panorama City vía Van Nuys hasta el
ntro de Santa Monica vía Expo en la Alt. 1



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pa del Recorrido del Cliente – Alt. 2

udiante de posgrado en UCLA. Vive en
erman Oaks y se desplaza al Edificio 4 de
geniería en el plantel en Westwood.

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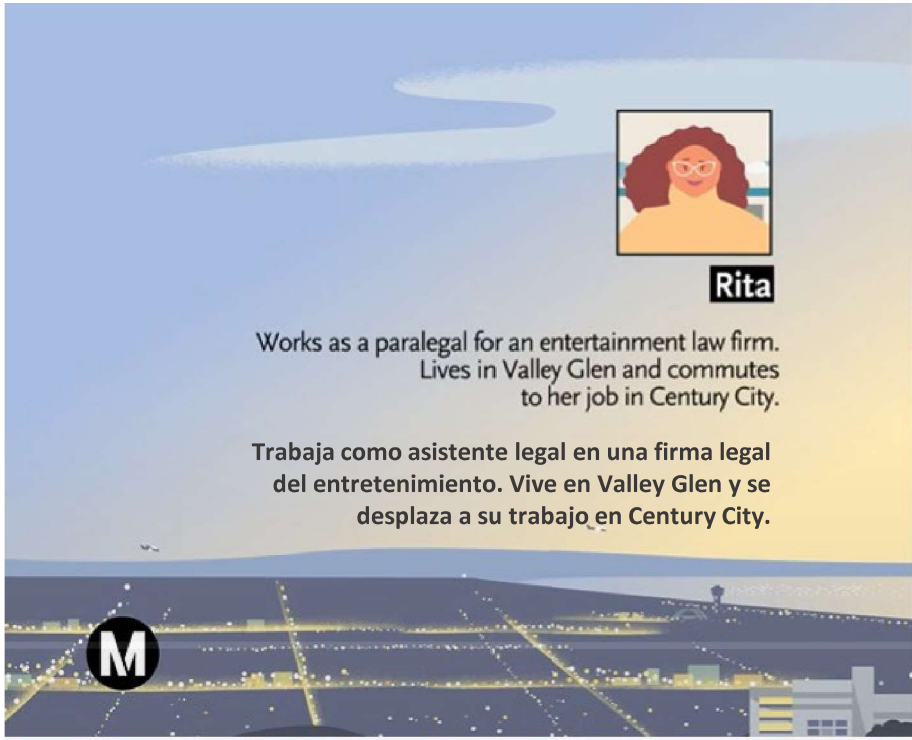
pa del Recorrido del Cliente – Alt. 3

baja como asistente legal en una firma legal
l entretenimiento. Vive en Valley Glen y se
splaza a su trabajo en Century City.



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Eliminación Propuesta de la Alternativa 2

cripción General de las Alternativas de Monorriel del ecto

Alternativa 1 (Monorriel)

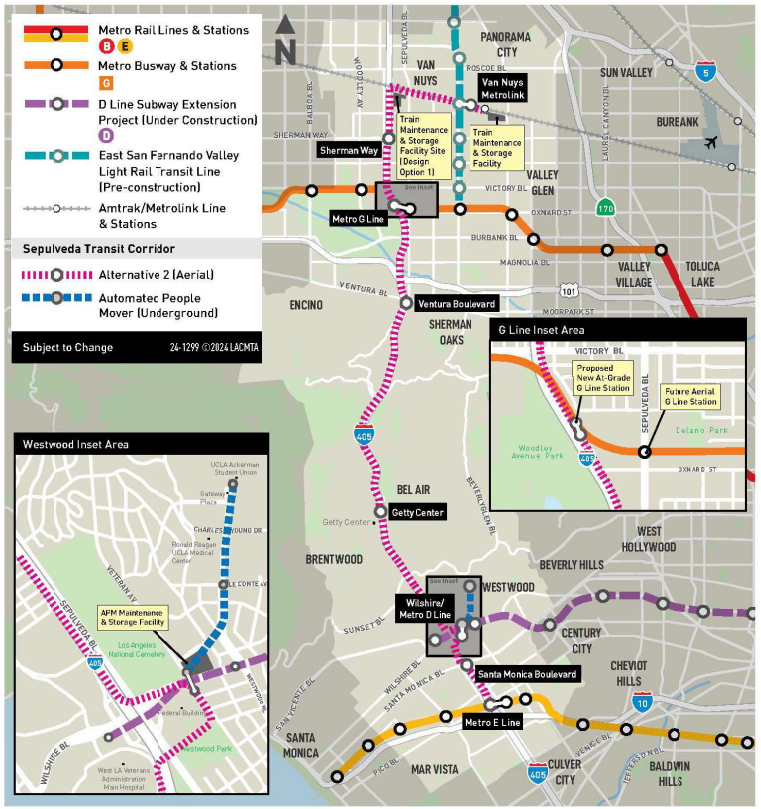
a 1 (Monorriel)

ente aéreo

cta a la Línea Purple en Wilshire/VA

s eléctrico a UCLA

Alternativa 2 (Monorriel)



Alternativa 2 (Monorriel)

- Totalmente aéreo
- Se conecta a la Línea Purple en Wilshire/Veteran
- Transporte de personas automatizado subterráneo a UCLA

Alternativa 3 (Mo

Alternativa 3 (Monorriel)

- Aérea excepto parte subterránea entre Gett Wilshire
- Se conecta a la Línea Purple en Wilshire/Vet
- Estación monorriel en el plantel de UCLA

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umen de las Alternativas Monorriel del Proyecto

	Alt. 1	Alt. 2	Alt. 3
ud (millas)	15.3	15.8	16.2
uración	Aérea	Aérea	Aérea/ Subterránea
s Estaciones	8	8	9
ón a UCLA	Autobús eléctrico de la Línea D de la Estación Westwood/VA	Conexión al transporte de personas automatizado (APM) desde la estación Wilshire Bl	Estación subterránea plantel en Gateway Pl
o de viaje de un o al otro (minutos)	28	30	32
o de viaje desde Van Metrolink a UCLA os)	39 Con transbordo a Autobús Eléctrico	32 Con transbordo al APM	24
ajes proyectados entre a	64,798	69,985	86,013

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inación de la Alternativa 2 - Antecedentes

Fue la última alternativa en ser incluida de las seis que se presentaron en la evaluación del alcance cuando comenzó la CEQA

Fue agregada a solicitud de LA SkyRail Express (LASRE) en 2021.

LASRE solicitó la eliminación de la Alternativa 2 basándose en su propia revisión, comparación con las Alternativas 1 y 3

Metro revisó de forma independiente la solicitud de LASRE y determinó que:

- La alternativa 2 tiene el desafío de ofrecer ventajas sobre las otras alternativas.
- Quedaría una variedad razonable de alternativas para la participación pública y la toma de decisiones informada.

Los comentarios del público ayudarán a informar si la Alternativa 2 debe permanecer eliminada

ALTERNATIVA 2

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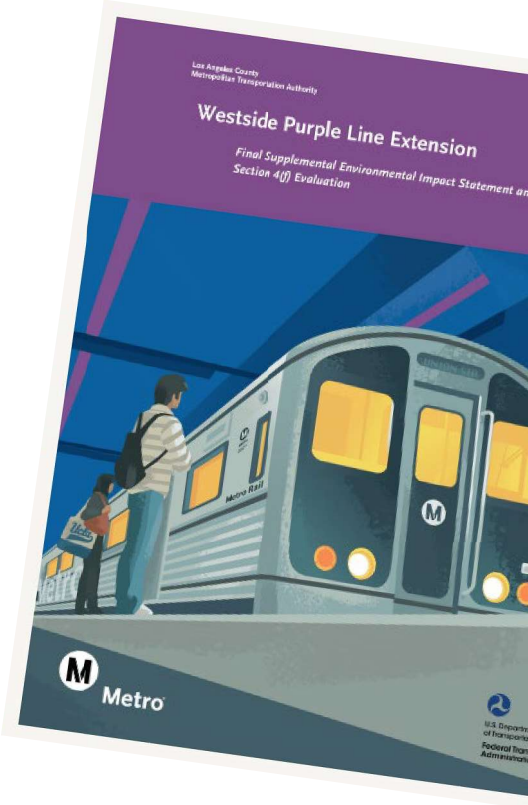
inación de Alternativas

- Se puede retirar una alternativa según la Sección 15126.6(f) de las Directrices de CEQA.
  - Documentado en la sección “Alternativas Consideradas pero Rechazadas” del EIR y/o registro administrativo
- Esto ha ocurrido en otros Estudios de Planeación incluyendo:
  - La Extensión de la Línea D/Purple
  - Línea Southeast Gateway
  - Corredor de Transporte de East San Fernando Valley
  - Crenshaw/LAX, etc.
- A medida que avanza el estudio del EIR, las alternativas pueden modificarse aún más debido a nueva información o aportes del público.
  - El EIR describirá claramente las alternativas evaluadas
- Metro continuará manteniendo informado al público mientras continúa la revisión ambiental



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Próximos Pasos

xximos Pasos

nálisis técnico continuo de alternativas

fusión adicional antes de la publicación del orrador del EIR (previsto para principios de 025)

ctualizaciones futuras que incluirán:

- Estimaciones de costos de construcción y operación.
- Impactos de la construcción y operaciones
  - > Ruido
  - > Vibración
  - > Otro
- Medidas de mitigación
- Calendario de construcción

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isión de la Alternativa 2

decisión de Metro basada en factores que incluyen información técnica, sideraciones ambientales y aportes del público

Se anima a las partes interesadas a enviar sus comentarios a más tardar el **jueves, 23 de mayo de 2024**

- > En persona en nuestras reuniones comunitarias
- > Al utilizar el código QR
- > Vía correo electrónico: sepulvedatransit@metro.net
- > Por Correo Postal de EE. UU. a:
  Peter Carter, Project Manager
  Metro
  One Gateway Plaza, Mail Stop 99-22-6
  Los Angeles, CA 90012

orme resumido sobre los comentarios recibidos

nforme y decisión sobre la Alt. 2 serán publicados a la Junta de Metro y al público

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Preguntas y Respuestas (Q&A)

no Enviar Preguntas Hoy

se una tarjeta de Preguntas y Respuestas (Q&A)

ebido al tiempo limitado, nos
ncentraremos en las preguntas de mayor
terés

das las preguntas y comentarios serán
mpartidos con el equipo del proyecto

¡Gracias por acompañarnos!

¡Por favor manténgase conectado!

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nténganse Conectado

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

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@metrolosangeles

losangelesmetro

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