

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0049
(916) 319-2049
FAX (916) 319-2149

Assembly
California Legislature

DISTRICT OFFICE
1255 CORPORATE CENTER DR., SUITE 216
MONTEREY PARK, CA 91754
(323) 264-4949
FAX (323) 264-4916



MIKE FONG
ASSEMBLYMEMBER, FORTY-NINTH DISTRICT

August 17, 2023

Peter Carter, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

Re: Sepulveda Transit Corridor (STC) project

Dear Mr. Carter:

I am writing to express my strong support for ensuring that the Sepulveda Transit Corridor (STC) has a direct connection to the University of California, Los Angeles (UCLA) and a connection to the D Line (Purple Line) Extension, a plan that has great potential to increase transit ridership.

Emissions from the transportation sector account for approximately 50% of greenhouse gas (GHG) emissions in the state, and the adoption of zero-emission vehicles alone is not enough to meet the state's climate goals. According to the California Air Resources Board, a 14.3% reduction in vehicle miles traveled (VMT) is necessary for the state to meet its 2050 climate goals. Promoting transit will help us reduce our dependency on automobiles.

Connecting transit riders to jobs is imperative if we are going to reach our GHG reduction goals. This means that the STC must be built in a way that not only benefits existing transit riders, but also encourages mode shift for the 500,000 people that drive through this corridor every weekday. UCLA is the third largest employer in Los Angeles County. The campus has a daytime population of over 84,000 people, including more than 37,000 on-campus employees. Approximately 26% of UCLA commuters come from north of the campus.

A direct connection to UCLA is necessary to reduce travel times and perceived wait times. Research has shown that travel time is the strongest predictor of mode choice when deciding between riding transit and driving a car. Waiting time, in particular, tends to be perceived negatively by transit users, with riders often perceiving wait times for transit vehicles to arrive as significantly longer than they really are, anywhere between 1.2 to 4.4 times longer.

Using a transit connector to UCLA would increase travel and perceived wait times, discouraging people from choosing transit as an option. On the other hand, a seamless connection to the Purple Line would reduce travel times and perceived wait times, making people more likely to choose transit.

Building any new transit lines in Los Angeles County will be massive and costly undertaking. Bearing that in mind, LA Metro should prioritize funding for projects that are most likely to increase ridership in the region and reduce VMT. Adding a direct connection to our region's third largest employer to the STC, as well as an easy connection to the Purple Line, has the potential to increase ridership and improve our overall transit system.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MFong', is positioned below the word 'Sincerely,'.

Mike Fong
Assemblymember, 49th District