



July 18, 2024

LA Metro Board Member: Supervisor Lindsey Horvath

500 W. Temple Street

Room 821

Los Angeles, CA 90012

ThirdDistrict@bos.lacounty.gov

Justin Orenstein, Transportation & Legislative Affairs Deputy - jorenstein@bos.lacounty.gov

sepulvedatransit@metro.net

RE: Sepulveda Transit Corridor Project

Dear Supervisor Horvath,,

Santa Monica Forward is writing to express our strong support for the Sepulveda Transit Corridor (STC) Project alternatives that include a direct, on-campus station at the University of California, Los Angeles (UCLA) and a seamless connection to the Metro Purple (D) Line in Westwood Village .

Santa Monica Forward is a group of forward-thinking Santa Monica renters and homeowners, small business owners, parents, and neighbors who believe that equity, sustainability, and diversity should be the guiding principles that shape our region's future.

We urge Metro to select an alternative that maximizes equity and ensures accessibility. Commuters between the San Fernando Valley and the Westside face chronic congestion with limited transit alternatives. Current public transit options are limited to routes necessitating multiple transfers, which often results in commuters using their personal vehicle if they have access to one. This negatively impacts our quality of life, harms our regional economy and limits our ability to reduce greenhouse gas emissions.

Metro's ridership projections clearly show that the alternatives with the highest use include a direct stop at the UCLA campus and seamless connection to the D line. A UCLA station is projected to be the busiest

non-transfer station in Metro's network when it opens. To motivate people to consider using public transit instead of their vehicles, the future STC needs to go directly to the destinations where the overwhelming majority of people are heading while limiting transfers. Public transit is more appealing to commuters when: there is no need to transfer, it is affordable, and it is fast.

Selecting an alternative that includes an on-campus station at UCLA and a seamless connection to the D Line is key to ensuring Metro can achieve all the goals of the Sepulveda Transit Corridor. The ridership projections of approximately 120,000 boardings per day for several of the alternatives demonstrate this is a project with the potential to transform our region by providing fast and reliable transportation for Angelenos and visitors. The alternatives including an on-campus station at UCLA will provide what our region desperately needs – effective and accessible public transit in one of the most congested corridors in the nation.

Sincerely,

Brad Ewing and Carl Hansen
Co-Chairs, Santa Monica Forward

CC: Honorable Janice Hahn, Los Angeles County Supervisor, 4th District
Honorable Karen Bass, Mayor, City of Los Angeles
Honorable Fernando Dutra, Councilmember, Whittier City Council
Honorable Lindsey Horvath, Los Angeles County Supervisor, 3rd District
Honorable Kathryn Barger, Los Angeles County Supervisor, 5th District
Honorable Hilda Solis, Los Angeles County Supervisor, 1st District
Honorable Holly Mitchell, Los Angeles County Supervisor, 2nd District
Honorable Paul Krekorian, Councilmember, Los Angeles City Council, 2nd District
Honorable Katy Yaroslavsky, Councilwoman, Los Angeles City Council, 5th District
Honorable Ara J. Najarian, Councilmember, Glendale City Council
Honorable James Butts, Mayor, City of Inglewood
Honorable Tim Sandoval, Mayor, City of Pomona
Jacquelyn Dupont-Walker, Appointee of the Mayor of the City of Los Angeles
Gloria Roberts, Director, Caltrans District 7
Stephanie Wiggins, Metro, Chief Executive Officer