



August 14, 2024

The Honorable Lindsey Horvath
Los Angeles County Board of Supervisors
500 W. Temple Street
Room 821
Los Angeles, CA 90012

VIA EMAIL: thirddistrict@bos.lacounty.gov

RE: Sepulveda Transit Corridor Project

Dear Supervisor Horvath,

The Westside Council of Chambers of Commerce (WC3) is comprised of 12 Chambers of Commerce on the westside of Los Angeles County – the Beverly Hills Chamber of Commerce, Century City Chamber of Commerce, Culver City Chamber of Commerce, Hollywood Chamber of Commerce, LAX Coastal Chamber of Commerce, Los Angeles Area Chamber of Commerce, Los Angeles LGBTQ Chamber of Commerce, Malibu/Pacific Palisades Chamber of Commerce, Santa Monica Chamber of Commerce, Venice Chamber of Commerce, West Hollywood Chamber of Commerce and the West Los Angeles Chamber of Commerce.

I am writing to express the WC3's 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.

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 most 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.

Please feel free to follow-up with our Legislative Consultant, Ted Green, at (310) 659-9450 or ted@greenpaac.com.

Sincerely,

A handwritten signature in black ink, appearing to be 'G. Francisco', with a long horizontal line extending to the right.

George Francisco
Chair, Westside Council of Chambers of Commerce (WC3)

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