

STATE CAPITOL
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October 27, 2022

Peter Carter, Project Manager
L.A. 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 the Sepulveda Transit Corridor (STC) has a direct connection to UCLA and a connection to the D Line (Purple Line) Extension to ensure STC has the greatest potential to increase transit ridership. To this end I support the Sepulveda Transit Corridor 4 All Coalition's (STC4All) intent to realize these connections.

Emissions from the transportation sector account for approximately 50% of greenhouse gas (GHG) emissions in the state, and adoption of zero-emission vehicles alone are 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, and promoting transit will help reduce our dependency on automobiles.

Connecting transit riders to jobs is imperative if we are going to reach our GHG reduction goals. 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 3rd largest employer in Los Angeles County. UCLA has a daytime population of over 84,000, including more than 37,000 employees on campus. Approximately 26% of UCLA commuters come from north of the campus. Of those, nearly 2,527 of their students and 7,457 employees live in the San Fernando Valley.

A direct connection to UCLA is necessary to reduce travel times and perceived wait times. Research has consistently shown that travel time is the strongest predictor of mode choice when deciding between riding transit or driving a car. Waiting time, in particular, tends to be

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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. For these same reasons, a seamless connection to the Purple Line will reduce travel times and perceived wait times for West San Fernando Valley riders trying to get to Culver City, Westwood and Downtown LA, making them more likely to choose to take transit as an option to avoid traffic on Interstate 405.

Building any new transit lines in LA will be massive and costly undertaking for LA Metro. LA Metro must prioritize funding projects that are most likely to increase ridership in the region and reduce VMT. It will be important for LA Metro to update its ridership models post-pandemic to ensure that changing travel patterns are incorporated into decision-making around what transit projects to fund. It's hard to imagine that the STC with a direct connection to our region's third largest employer and an easy connection to the Purple Line would not increase ridership and improve the overall system. I look forward to monitoring this project and ensuring we build the projects that are most to result in the greatest increase in ridership. Please do not hesitate to contact my District Office directly with any questions or concerns at (818) 558-3043.

Thank you.

Sincerely,

LAURA FRIEDMAN
Assemblymember, 43rd District