



BRAD SHERMAN
UNITED STATES CONGRESS

11/8/2022

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Los Angeles County
Metropolitan Transportation Authority
MTA Building
1 Gateway Plaza
Los Angeles, CA 90012

Re: Sepulveda Pass Rail Proposals

Dear Metro Board Member,

You have asked the public to comment on various proposals to provide rail through the Sepulveda Pass. You are now working with prospective contractors to provide more detailed proposals. The public cannot really weigh in effectively and intelligently without seeing the detailed proposals.

I would hope that you would be able to present to the public, hopefully by this winter, proposals that would include the following data points and I hope you would instruct the contractors to include these points:

- I. What parking spaces will be available in the southern San Fernando Valley and what opportunities will there be to add additional parking spaces, should the project get more ridership than expected? Where would these parking spaces be located?

- II. What is the capacity at rush hour and what are the opportunities to add additional capacity? At what cost could more capacity be added if ridership exceeds expectations?

- III. In evaluating any monorail, the public should know: what is the effect of having a stop at the Getty? Monorail proposals with such a stop and without such a stop should be presented, showing the impact both on cost and on the amount of time it takes to get from the San Fernando Valley to Westwood.
- IV. At least one subway proposal should show how a subway could be built without going under homes in Bel Air, since the community there is fairly united against a subway going under the homes. Could such a subway have a spur or other connection to UCLA?
- V. A lot of rail options involve various transportation connections from Western Westwood to the UCLA campus. Would such a people mover or other option help the students who might not even ride the subway move from one part of campus to another? And what would be the cost, speed and convenience of such UCLA connections?
- VI. It goes without saying that cost, time to opening, speed and convenience for ridership, Wi-Fi availability, resiliency (especially from earth tremors), cost of operation and a host of other factors are relevant. I hope that you are already focused on these factors.

I hope you will also explain to the public what funds are currently available, and in what time frame. The less the project costs, the sooner the funds can be assembled so as to allow the commencement of construction. In fact, by far, the most significant delay in completing the project is assembling the funding needed. And in fact, the unavailability of funds explains why this rail system wasn't completed in the latter part of last century, as the need for it has been well known for many decades. Prospective riders may not focus on cost, as the cost will be borne by government. However, prospective riders will be affected by cost to the extent that the total estimated cost affects the commencement and more importantly the completion of construction.

I look forward to making sure that we have rail through the Sepulveda Pass at the earliest time and in the best possible manner, and that the affected communities are listened to throughout the process. I also look forward to advocating for federal funding, though the amount and timing of federal funding cannot be predicted.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Brad Sherman", with a long horizontal flourish extending to the right.

BRAD SHERMAN

Member of Congress