



September 1, 2015

Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-7952

Dear Mr. Washington,

In 2014, Metro Board approved the comprehensive and holistic countywide approach for preparing Subregional Mobility Matrices to be used in the 2017 Long Range Transportation Update (LRTP) and as a resource document for the 2016 potential sales tax ballot measure. The Westside Cities Council of Governments (WSCCOG) and representatives from its member cities assisted Metro and the Fehr & Peers consultant team during this process and identified a total of 433 transportation improvement projects in the Westside subregion that are consistent with the Mobility Matrices performance measures, goals, and objectives.

On June 19, 2015, you requested the initial stakeholder input of project priorities to support the development of a draft framework for the LRTP Update and the potential sales ballot measure. In developing the list of project priorities, the WSCCOG considered the following:

- Metro Subregional Optional Capital Improvement Funding Targets
- WSCCOG 2013 Recommended Transportation Priorities
- Westside Mobility Matrix Goals/Objectives
- Metro Long Range Plan Issues General Public Opinion Survey Results (March 2015)
- Potential Funding Sources (e.g., federal, state, and regional, including Proposition A and C)

The WSCCOG supports an iterative process in the development of the potential ballot measure and LRTP update, which may require the WSCCOG to amend the project priorities as more information becomes available from Metro throughout this process, such as refined project scope and costs, travel demand and performance measure studies, input from stakeholder outreach, additional polling information, and the allocation of regional funding dedicated to active transportation projects, local return, transit operations, and state of good repair.

Within this context, the WSCCOG identified the following initial list of transportation project priorities in the Westside subregion. The projects are listed in alphabetical order and include details such as project/program category, time period, estimated costs, and key information pertaining to the project's description and status.

On July 20, 2015, the San Fernando Valley Council of Governments (SFVCOG) submitted its subregional transportation priorities to Metro and listed the Sepulveda Pass Corridor Project as a high priority with a \$1.4 billion contribution to the project. The WSCCOG is co-committed with the SFVCOG to contributing funds for the Sepulveda Pass Corridor Project.

As Metro moves forward with the initial input of subregional priorities for the potential ballot measure framework expected in October 2015, the WSCCOG will continue to provide input and advocate for the following:

1. Support a dedicated regional funding allocation for active transportation
2. Support an equitable share of costs for joint projects with regional significance, such as the Sepulveda Pass Corridor Project

The WSCCOG will continue to engage with Metro and remain actively involved in the development of the ballot measure and LRTP update throughout the on-going process. WSCCOG will also work with Metro staff to collaborate on Metro's future stakeholder outreach and community workshops throughout the process.

Should you have any questions or require additional information, please contact the WSCCOG Executive Director, Katherine Perez-Estolano, at Katherine@elpadvisors.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey Cooper', is written over a faint, larger signature that is partially obscured.

Jeffrey Cooper
Chair, Westside Cities Council of Governments
Councilmember, City of Culver City

CC: Honorable Board Members of Westside Cities Council of Governments
Cecilia V. Estolano, Co-Executive Director of Westside Cities Council of Governments
Katherine Perez-Estolano, Co-Executive Director of Westside Cities Council of Governments

Initial List of Westside Transportation Priorities (As of September 1, 2015)

Project/Program	Category	Priority	Time Period	Estimated Costs ¹		Notes
				Low Range	High Range	
Active Transportation Networks and 1st/Last Mile Connections	Active Transportation	High	Short to Long Term (0 - 20+ yrs)	\$2,164,207,200	\$3,264,404,600	Includes the following subprograms in the Westside: Bicycle Program, Citywide Bicycle Master Plan, Livable Boulevards and Streetscapes Program, Mobility Hubs, Education/Encouragement Program, 1st/Last Mile Program, Pedestrian Program, and Safe Routes to School. Eligible for other regional/state/federal active transportation-related funding sources. Metro has yet to determine the percent allocation of the new sales tax and Measure R Extension revenues dedicated to active transportation projects. WSCCOG supports dedicated regional funding for active transportation.
Crenshaw Line Extension to West Hollywood/ Hollywood	Transit	High	Mid - Long Term (11 yrs - 20+ yrs)	\$2,336,400,000	\$6,365,700,000	Purple line to West Hollywood as an alternative extension. Metro and City of West Hollywood are currently undergoing the Hollywood/West Hollywood-Crenshaw/LAX Transit Corridor Analysis Study.
I-10 Robertson/ National Area Multimodal Circulation Improvement Project	Modal Connectivity	High	Mid - Long Term (11 yrs - 20+ yrs)	\$40,000,000	\$60,000,000	Reconfiguration/rationalization of the I-10 Robertson/National area on/off ramps and arterials in the Exposition Light Rail Culver City Station area to improve circulation for vehicles, transit, bicycles, and pedestrians. City of Los Angeles is the lead on the project.
Lincoln Blvd BRT/LRT	Transit	High	Mid - Long Term (11 yrs - 20+ yrs)	\$1,455,280,000	\$1,830,120,000	Includes the following subprojects: 1.) Lincoln Blvd. improvements for wider bridge, bike lanes, transit lanes, etc.; 2.) BRT from Santa Monica Blvd. to LAX; 3.) Potential future upgrade to rail from BRT from Santa Monica to LAX; 4) Implement additional transit facilities along Lincoln Blvd. for Transit Enhanced Network.
Sepulveda BRT/Rail Program	Transit	High	Mid - Long Term (11 yrs - 20+ yrs)	\$2,720,520,000	\$7,752,460,000	Includes the following subprojects: 1.) Multimodal linkage from Westside to San Fernando Valley and LAX. Metro is considering a HOV/HOT roadway expansion to accommodate BRT along with a rail tunnel alternative through Sepulveda Pass from approximately I-10 to SR-101, estimated at \$9 billion. Metro plans to pursue federal funding for the project (e.g., New Starts, Cap-and-Trade). This is a joint project with SFVCOG. SFVCOG has categorized this project as a high priority on its initial prioritization list with a \$1.4 billion contribution to the project. The WSCCOG is co-committed with the SFVCOG to contributing funds for the Sepulveda Pass Corridor project; 2.) Sepulveda BRT Project on Sepulveda Blvd from Wilshire to LAX with a potential upgrade to rail in the long term.
Westside Subway Purple Line Extension to Santa Monica	Transit	High	Mid - Long Term (11 yrs - 20+ yrs)	\$2,117,680,000	\$3,176,520,000	
				\$10,834,087,200	\$22,449,204,600	Total Low Range and High Range Costs

Footnotes:

1. Based on rough order-of-magnitude capital cost estimates derived from the 2014 Westside Mobility Matrix. These costs under represent O/M costs due to the limitation of data availability. Costs are reported in 2015 dollars.