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ERNC REQUEST:

METRO TO PROVIDE ADDITIONAL STUDY OF LOCALLY INDUCED RIDERSHIP, REDUCTION IN VEHICLE MILES TRAVELED, AND GREENHOUSE GAS REDUCTIONS FOR THE PREVIOUSLY ELIMINATED "FREEWAY" BRT ROUTE SEGMENT THROUGH EAGLE ROCK VERSUS THE CURRENT "HYBRID" OPTION

August 7, 2019

Supervisor Hilda Solis
856 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

VIA email: firstdistrict@bos.lacounty.gov

Dear Supervisor Solis:

We declare that on August 6, 2019, a Brown Act noticed public meeting was held by the Eagle Rock Neighborhood Council (ERNC) at which a quorum was present. The following motion passed with [INSERT VOTE]:

> **Portions of the Eagle Rock community still have significant questions about how the current "Hybrid" NoHo-Pasadena Bus Rapid Transit (BRT) route-option along Colorado Boulevard compares against the previously-eliminated "Freeway" option where the BRT primarily traveled along the 134 freeway through our community. In the interest of ensuring that the project is clearly understood to be the most effective and sustainable, the ERNC requests that Supervisor Solis and the Metro Board direct their staff to perform additional scientific modeling of both route alignments with regards to the following metrics in the interest of clarity, openness, and overall public-understanding of the project.**

This request for additional study does not negate, diminish, or replace any of the analytic work already done under the CEQA process, nor does it supplant any of the public-participation already done to-date. What we request is a specific, supplemental study of the following metrics in order to clearly, objectively, and unambiguously evaluate the project's effectiveness vis-a-vis both of the route-options through our community. The three requested metrics are:

1. **Projected ridership totals for trips originating and/or terminating in Eagle Rock itself under both options to confirm which option would have the highest locally-induced ridership.**
2. **Projected vehicle-miles traveled (VMT) reductions for both options based on expected rates of transit ridership-trips replacing automobile trips.**
3. **Expected greenhouse gas (GHG) reductions for both options through transit ridership-trips replacing automobile trips.**

As both the County Supervisor representing our area and a Metro Board member, we believe you are uniquely situated and best able to facilitate a fair and expeditious resolution. The ERNC fully supports the actions you and your office have taken to-date--both extending the Public Scoping comment period as well as coordinating the additional August 7, 2019 "Open House" meeting to ensure that interested Eagle Rock community members can learn more about the project directly from Metro. Since the BRT is primarily funded through sales-tax and gas-tax proceeds, all members of the Eagle Rock community therefore have a vested interest in the projects' success. Similarly, Metro has a vested interest in ensuring that the project not only has a sustaining ridership, but that it also positively supports the business community to enable it to continue to contribute to the County's overall tax-base.

In closing, additional study of the previously-eliminated 134 option is warranted at this time to ensure that the project meets the following widely-agreed-upon objectives:

1. The BRT project must provide the highest level of service to the largest number of residents of Eagle Rock and our small-businesses' workers so that our choices for work and leisure travel around our community and city include safe, frequent, and high-quality mass-transit.
2. The BRT project must create and sustain high ridership levels along all route-segments to ensure the line's long-term viability, and thusly the long-term viability of existing and new businesses along its route.
3. The BRT project must make the largest feasible contribution towards reducing GHGs and mitigating the effects of climate-change.

As per the published meeting agenda, this comment letter does not bind the ERNC to a position on the current route-alignment of the BRT at this point in time. The purpose of this comment letter is to ensure that all constituents have sufficient data to participate in the later stages of public-comment for this project as part of the DEIR and FEIR.

Thank you for your time in this matter and also to your excellent staff for their ongoing close attention to our community on this matter and others.

Respectfully,

Jesse Saucedo
President, Eagle Rock Neighborhood Council

cc: Office of Mayor Eric Garcetti
Office of Councilmember Jose Huizar
Supervisor Sheila Kuehl, Los Angeles County District 3
Supervisor Kathryn Barger, Los Angeles County District 5
Ara Najarian, Metro Board, North County/San Fernando Valley Sector
John Fasena, Metro Board, San Gabriel Valley Sector
Jacquelyn Dupont-Walker, Metro Board, City of Los Angeles
Mike Bonin, Metro Board, City of Los Angeles
Paul Krekorian, Metro Board, City of Los Angeles
Scott Hartwell, Project Manager, Metro NoHoPas BRT project