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June 11, 2018

Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Members of the Board,

At our regularly held public meeting on July 10, 2018, the Board of Directors of the Downtown Los Angeles Neighborhood Council (“DLANC”) voted to submit this letter as a Community Impact Statement with additional comments concerning the adoption and implementation of a plan to extend the West Santa Ana Branch Transit Corridor under Metro’s Northern Alignment project, which brings the branch into downtown Los Angeles.

We are writing today to express our support for route option “E,” which proposes a mostly below-grade route up along Alameda Street with a stop at Alameda and 7<sup>th</sup> Street and a connection to the existing Gold Line Station in the Little Tokyo neighborhood. In addition to our support for Route option E, we would like to voice our support for planning on this project that would allow future construction of an east-west similarly below-grade route from the proposed station on Alameda and 7<sup>th</sup> westward along 7<sup>th</sup> Street to the Historic Core / Financial District in order to connect the eastern and western neighborhoods of Downtown LA (similar to the route proposed by option “G”). Our support for the build out of Option “E” today, however, is mainly based on our concerns and priorities as outlined below:

1. Long-Term Transportation Plans / Hubs:

- a. Hubs: “E” will route through Union Station and will connect to the existing Metro Gold Rail Line, providing a logical central connection to regional connectors, Amtrak, the bus system, and existing rail moving people throughout downtown.
  - i. The proposed overhaul of Union Station and rail realignment is expected to greatly increase ridership and would be a resource for riders coming from the southern portion of Downtown as well as riders coming into downtown from along the entire Santa Ana line.
  - ii. Union Station connects and continues to bring people into the greater Los Angeles (“LA”) region from the Santa Ana region / five Southern California counties through MetroLink, as well as AmTrak riders / visitors.
- b. Route: The proposed route for “E” covers a major thoroughfare (Alameda) and stops at points that are contemplated to be up-zoned significantly in the upcoming community plan update, which falls in line with our goal of amassing transit and density hand in hand.

- c. Construction: "E" allows for the efficient construction of a future east-west line along 7th street, which is another major thoroughfare connecting DTLA's various neighborhoods in a grid that will fit efficiently into a larger transit plan as we continue to build rail throughout DTLA.
2. Daily Boarding Estimates: Route "E" is anticipated to maximize the number of riders (~81,500 boardings) compared to the other contemplated routes.
  - a. Ridership estimates by Metro are in Attachment 2, slide 22:  
[http://media.metro.net/projects\\_studies/westSantaAnaBranch/images/2018\\_04\\_wsab\\_comm\\_meeting.pdf](http://media.metro.net/projects_studies/westSantaAnaBranch/images/2018_04_wsab_comm_meeting.pdf)
  - b. As population increases and as more businesses come into downtown, we will need more transportation access for commuters outside the local DTLA area and "E" offers a one-seat ride option for ~59% (or ~47,800) of the riders on the route.
  - c. ~39% of the ridership on route "E" is expected to be from low-income communities.
3. Environmental Impact: According to Attachment 2, slide 21, "E" will also minimize the impact on the environment, relative to the other routes. Furthermore, the mostly underground construction of this path will have the least long-term environmental and traffic impact on the surrounding community and will more easily be connected to any existing and future underground rail.
4. Olympics 2028: DTLA won't be able to handle the visitor / tourist capacity, so visitor overflow into the surrounding areas is likely.

Thank you in advance for considering our input.

With your help, we hope to build and contribute to a better transportation system for not only the greater Los Angeles residents, but the surrounding counties as well.

Very truly yours,

Very truly yours,

**\* SUBJECT TO APPROVAL BY DLANC BOARD OF DIRECTORS ON JULY 10, 2018\***

Patricia Berman  
DLANC President

Dan Curnow  
Livability Committee Chair