



**Lake Balboa Neighborhood Council**

P.O. Box 7720

Lake Balboa, CA 91409-7720

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[www.LakeBalboaNC.org](http://www.LakeBalboaNC.org)



Neighborhood Council

March 7, 2024

Los Angeles County Metropolitan Transit Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

Attn: Stephanie Molen (MolenS@metro.net), [sepulvedatransit@metro.net](mailto:sepulvedatransit@metro.net)

Re: Sepulveda Transit Corridor (STC) project

Dear Ms. Molen,

The Lake Balboa Neighborhood Council, at its Brown Act compliant meeting of the Board on March 6, 2024, voted to strongly support ensuring that the Sepulveda Transit Corridor (STC) has a direct connection to the University of California, Los Angeles (UCLA) and a connection to the D Line (Purple Line) Extension, a plan that has great potential to increase transit ridership.

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

Connecting transit riders to jobs is imperative if we are going to reach our GHG reduction goals. This means that the 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 week-day.

UCLA is the fourth largest employer in Los Angeles County. The campus has a daytime population of over 84,000 people, including more than 37,000 on-campus employees. Approximately 26% of UCLA commuters come from north of the campus.

Continued on page 2



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Page 2 continued

A direct connection to UCLA is necessary to reduce travel times and perceived wait times. Research has shown that travel time is the strongest predictor of mode choice when deciding between riding transit and driving a car. Waiting time, in particular, tends to be 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. On the other hand, a seamless connection to the Purple Line would reduce travel times and perceived wait times, making people more likely to choose transit.

Building any new transit lines in Los Angeles County will be a massive and costly undertaking. Bearing that in mind, LA Metro should prioritize funding for projects that are most likely to increase ridership in the region and reduce VMT.

Adding a direct connection to our region's third largest employer to the STC, as well as an easy connection to the Purple Line, has the potential to increase ridership and improve our overall transit system.

Sincerely,

Linda Gravani  
President

cc: Honorable Karen Bass, Mayor, City of Los Angeles  
Honorable Lindsay Horvath, Los Angeles County Supervisor, 3<sup>rd</sup> District  
Honorable Kathryn Barger, Los Angeles County Supervisor, 5<sup>th</sup> District  
Honorable Hilda Solis, Los Angeles County Supervisor, 1<sup>st</sup> District  
Honorable Janice Hahn, Los Angeles County Supervisor, 4<sup>th</sup> District  
Honorable Holly Mitchell, Los Angeles County Supervisor, 2<sup>nd</sup> District  
Honorable Paul Krekorian, Councilwoman, Los Angeles City Council, District 2  
Honorable Bob Blumenfield, Councilwoman, Los Angeles City Council, District 3  
Honorable Katy Yaroslavsky, Councilwoman, Los Angeles City Council, District 5  
Honorable Imelda Padilla, Councilwoman, Los Angeles City Council, District 6  
Honorable Brad Sherman, Congressman, 32<sup>nd</sup> District  
Stephanie Wiggins, Metro, Chief Executive Officer



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