



Committee on  
Transportation & Road Works  
10008 National Blvd., #210  
Los Angeles, CA 90034



September 19, 2011

Bart Reed  
The Transit Coalition  
P.O. Box 567  
San Fernando, CA 91341-0567

**RE: I405 Corridor Rail Line**

Mr. Reed:

Per our recent conversations, I am forwarding a copy of the following resolution to you, passed unanimously by the Palms Neighborhood Council on September 7, 2011:

*Whereas, the I-405 Freeway has the highest amount of average annual daily traffic (374,000 trips) of any highway in the nation (Source: U.S. Department of Transportation);*

*Whereas, congestion on the I-405 Freeway takes a heavy toll on commuters, with 580,000 hours of delay for vehicles passing Getty Center Drive (Source: Caltrans);*

*Whereas, Westside and San Fernando Valley stakeholders need a fast and reliable alternative to getting stuck in traffic on the I-405 Freeway;*

*Whereas, currently there is no effective alternative corridor or transit line for the Sepulveda Pass for people going to and from the San Fernando Valley and the Westside, as shown by pleas from elected officials to "stay home" while the I-405 Freeway was closed in July 2011;*

*Whereas, the Metro Red Line subway has reduced the growth of congestion on the 101 Freeway between the San Fernando Valley and Downtown by carrying over 144,000 passengers daily (Source: Los Angeles County Metropolitan Transportation Authority, "Metro");*

*Whereas, other regions of the County, such as the Westside, South Central LA, and the San Gabriel Valley, are lobbying hard to get more funds and to push their transit projects forward;*

*Whereas, Measure R has set aside \$1 billion for a transit project to connect the San Fernando Valley with the Westside, plus additional funds to connect the north and south San Fernando Valley;*

*Whereas, the federal government has provided a 60% match in funding for another Measure R rail transit project;*

*Whereas, Metro has yet to define the type of project, such as rail, bus, or toll lane / auto toll tunnel;*

*Whereas, the I-405 Transit Project is the final project in the Measure R timeline;*  
*Be it therefore resolved that,*

*1. The Palms Neighborhood Council strongly supports the development of a*

*contiguous rail transit line from the Sylmar Metrolink Station to the Expo Line, to the intersection of Sepulveda and Venice, and eventually to LAX as the plan for the I-405 Transit Corridor;*

*2. The Measure R Sepulveda Pass and Van Nuys transit projects should be studied and developed together as one integrated project, rather than two disjointed projects;*

*3. Further, the PNC supports a rail tunnel from Sherman Oaks to UCLA and Westwood as the mode of transit, versus the use of project funds for busways or conversion of High Occupancy Vehicle (HOV) lanes to toll lanes for this project;*

*4. Finally, the PNC calls upon the Mayor, the City Council, the County Board of Supervisors, legislators, Members of Congress, and Metro to take action to accelerate the timeline and obtain federal matching funds for this project so that Westside and San Fernando Valley stakeholders can enjoy its benefits as soon as possible.*

It is our desire that our wishes in this matter be made known to all who are involved or concerned. Your assistance in this process is appreciated, and if there are others we should contact directly, your help in identifying those parties would also be appreciated. Thank you for your time and consideration.

Sincerely,



Charles Miller  
Overland Residential Representative  
Chair, Transportation & Road Works Committee  
Palms Neighborhood Council  
310 204 4940  
CharlesMiller@PalmsLA.org

Cc: Councilmember Bill Rosendahl  
Councilmember Paul Koretz  
Councilmember Herb Wesson  
Mayor Antonio Villaraigosa  
Arthur Leahy, CEO of Los Angeles MTA  
Dee Olomajeye, PNC President  
Ken Alpern, CD-11 Transportation Committee Co-Chair  
David Ewing, CD-11 Transportation Committee Co-Chair