

MOTION TO SUPPORT THE VALLEY-WESTSIDE RAIL TUNNEL FOR THE I-405 CORRIDOR TRANSIT PROJECT

This motion was passed by the Sylmar Neighborhood Council. The record of the motion being approved is on their website at <http://www.sylmarneighborhoodcouncil.org/minutes.htm>

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, 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 Sylmar Neighborhood Council strongly supports the development of a contiguous rail transit line from the Sylmar Metrolink Station to the Expo Line, 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 Sylmar Neighborhood Council 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 Sylmar Neighborhood Council 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 San Fernando Valley stakeholders can enjoy its benefits as soon as possible.