

Contact Information

Neighborhood Council: Bel Air-Beverly Crest Neighborhood Council

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Brief Summary: On August 28th, 2013, the BABCNC voted in overwhelming majority to ask City Council to ask Metro to: A) Only consider rail options for the Sepulveda Pass Transit Corridor rather than a bus or other connector, and B) Prioritize the expenditure plan for the Sepulveda Pass Transit Corridor. We feel that the work currently being done on the I-405 is a waste of taxpayer funds in its alleged purpose to ease congestion and traffic.

Additional Information: The cost of rail transit is more than many options but this segment of LA is key to healthy and smart growth in LA. Metro is flawed in its LRTP by placing this segment as last priority. Metro's position of pushing any non-rail will be a waste of time and money for only rail can transport the necessary amount of people to have any impact in relieving, what will be a grinding impact on this community and this region by the time anything is built

BABCNC Transit Motion – Adopted August 28, 2013

Whereas, Los Angeles County Metropolitan Transportation Agency (MTA) has approved the Sepulveda Pass Transit Corridor in its 2009 Long Range Transportation Plan (LRTP).

Whereas, the section of the I-405 that the Sepulveda Pass Transit Corridor is one of the most congested segments in Los Angeles County, affecting the ability of taxpayers to commute to and from work as well as the movement of goods and services for the greater Los Angeles area,

Whereas, the I-405 Carpool Lane Project is expected to cost taxpayers over \$1.5B with limited ease in traffic congestion,

Whereas, the Sepulveda Pass Transit Corridor is slated to be the very last project to be completed under the LRTP placing its timeline in late 2030,

Whereas, the MTA proposes a bus lane for the Sepulveda Pass that will have limited carrying capacity,

Whereas, the existing traffic on the I-405 already dramatically impacts the communities in the Bel Air Beverly Crest boundary,

Whereas, the expected traffic growth, inclusive of any easing expected under the I-405 Carpool Lane Project, is expected to dramatically increase the impact to our community through 2030 (the expected completion date).

The Bel Air Beverly Crest Neighborhood Council request that the MTA strongly consider the following:

1. Rather than plan a rapid bus connector in the Sepulveda Pass Corridor, seriously plan a light or heavy rail transit segment in this heavily trafficked segment of Los Angeles County,
2. Prioritize the expenditure plan for the Sepulveda Pass Corridor ahead of other planned projects to help ease the significant health and safety impacts caused by traffic on our residential streets as well as allow San Fernando Valley and West Los Angeles communities to have the infrastructure to attract companies in their areas who otherwise do not relocate to those areas due to serious concerns of the ability of employees and customers to reach their businesses.

Although BABCNC understands MTA's goal to expand the transit network and connect more of the County together, this critical link of the I-405 has not only been pushed down in priority but any expenditures will have minimal to no impact on easing current or curbing future traffic.

BABCNC also requests MTA to send representatives to attend our Board meetings to answer questions why this corridor has been assigned such a low priority as well as a transit system that will likely have minimal impact on traffic (Rapid Transit).