

DIANE E. WATSON
CALIFORNIA

DISTRICT OFFICE:
4322 WILSHIRE BOULEVARD
ROOM 302
LOS ANGELES, CA 90010
(323) 965-1422
(323) 965-1113 (FAX)
www.house.gov/watson



Congress of the United States
House of Representatives

April 2, 2007

Joel Sandberg, P.E., Project Manager
Exposition Metro Line Construction Authority

Re: Exposition Corridor Transit Project – Phase 2

Having fought passionately for a light rail line to carry passengers from downtown Los Angeles to the sea for 25 years now, I am delighted to offer continued encouragement, advocacy and feedback for commencement of the second phase of the Expo Line from Culver City to Santa Monica, pursuant to the Alternatives Analysis process that I am confident will lead to FTA approval and New Start funding by Congress.

I am committed to promote two objectives as part of Phase 2: First, that Expo Line be designed, built and run in full accordance with the needs, values and input of the communities it traverses and the passengers who will use it. Second, that Expo Line, during construction and service, be the safest, most innovative, and most efficient system of its kind in America – not merely state-of-the-art, but pioneering a new standard in urban transportation. I have not only promised my maximum effort to achieve that end to my constituents, but to my colleagues in Congress who will be solicited to vote funds for a project that must be as demonstrably cost effective as it is needed. With Phase 1 light rail already being built, I approach Phase 2 with an open mind.

To that end, I have closely followed Expo Line's progress toward Phase 2 thus far, and my office has participated in MTA sessions, your agency briefings, and the February 27th Scoping meeting in Culver City. Having also solicited and received considerable feedback from constituents, Friends-4-Expo, my local elected colleagues, and other stakeholders, I urge that the following community concerns be studied specifically to assess challenges, cost and efficacy:

- Equitable regard for the concerns, safety and service of alignment communities
- Maximized aesthetic, sound, vibration, environmental & privacy mitigations
- Neighborhood & school impacts, particularly Overland Elementary
- Culver City station construction, and traffic impacts on Washington and Venice
- Need for grade separations for ROW busway or Venice/Sepulveda diversion
- Maximize cost-effective, innovative, environmentally sound design/construction!

Both alignment options and both transportation modes (LRT, BRT) should be examined exhaustively in terms of these factors, as well as ridership, mobility and development opportunities. Local proposals, alternative solutions, and those which integrate multi-purposed uses and mitigations, such as Light Rail for Cheviot's Transitway/Parkway/Waterway concept, must be encouraged and closely studied.

Please contact me or my transportation deputy, Charles Stewart, for any follow-up.
Sincerely,

Diane E. Watson
Member of Congress

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and International Operations

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& Nonproliferation

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