



Mayor Richard Bloom
Mayor Pro Tempore Herb Katz

Councilmembers

Ken Genser
Robert Holbrook
Kevin McKeown
Pam O'Connor
Bobby Shriver

EXHIBIT F

April 2, 2007

Mr. Richard Thorpe, CEO
Mr. Joel Sandberg, Project Manager
Exposition Corridor Transit Project Phase 2
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

**RE: Exposition Corridor Transit Project Phase 2 Scoping Process -
City of Santa Monica Comments**

Dear Mr. Thorpe and Sandberg:

This letter is to transmit the City of Santa Monica's comments for consideration by the Exposition Construction Authority as the Authority proceeds with the Alternatives Analysis and Draft Environmental Impact Report/Statement (DEIR/DIES). The City has consistently expressed strong support for the Exposition Light Rail Phase 2 extension to Santa Monica and is extremely pleased to be participating in the planning phase of this project. The City's comments at this stage in the process are the following.

Alignment Considerations: During the scoping process there has been a suggestion for an alternative that would by-pass the City of Santa Monica all together. The City wants to make it clear that such an alignment would not fulfill the purpose of this project and the City would not support or find acceptable, in any way, a route that does not directly serve Santa Monica.

In order for this extension to achieve the highest level of ridership success by offering a time-competitive alternative to the private automobile, the City suggests that the line follow the most direct route to Santa Monica. As the end of the line, it is important that travel times between Santa Monica and Downtown Los Angeles are attractive to potential riders.

Station Locations: In addition to the two stations in the area of Bergamot and downtown Santa Monica currently identified in the scoping document, the City is requesting that the Construction Authority study a third Mid-City stop to serve Santa Monica College and the Mid-City area. The student and employee population associated with the college could potentially generate a high level of ridership. A Mid-City stop could also provide service to the hospitals (particularly employees) and multi-family residential areas both north and south of the area. The City is sensitive to the trade-off between station spacing and impacts on travel time but thinks the information developed from this analysis will be useful in determining the potential merits of a third station.

1685 Main Street • PO Box 2200 • Santa Monica • CA 90407-2200
tel: 310 458-8201 • fax: 310 458-1621 • e-mail: council@santa-monica.org

Station Area Congestion: The need to address congestion created by vehicles accessing the stations is of concern to the City. Various suggestions have been made including several different rail alignment loop configurations to disperse access, such as a downtown loop along 5th street to Wilshire to Ocean Avenue to Colorado or a larger loop covering more of the City. A system of shuttle feeder lines serving the stations could be layered in addition to regular bus service. Another suggestion is a feeder-system of streetcars similar to Downtown Portland.

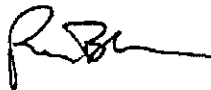
Multi-Modal Connectivity: The stations must be designed to create convenient and efficient access to all modes, including pedestrians, bicycles and transit. The stations need to offer facilities to safely park bicycles and motorcycles. The stations should be planned in such a way to accommodate bus and shuttle service efficiently.

Station Parking: The previous draft study in 2001 assumed a surface park-and-ride at the Bergamot station. If parking is going to be proposed, it needs to be either subterranean or structured parking wrapped by a multi-use development. The City does not support the use of surface parking lots. The amount of parking is also a concern to the City. There needs to be a delicate balance and an emphasis on accommodating access through means other than the private automobile.

Operational Considerations: It is suggested that the Expo Construction Authority and Metro consider operating some form of express or skip-stop service. This is particularly important to Santa Monica in terms of providing competitive travel times to the end of the line.

We appreciate the opportunity to provide our input at the outset of this study process. The City of Santa Monica looks forward to working cooperatively with the Exposition Construction Authority to make this project a reality in the near future.

Sincerely,



Richard Bloom
Mayor