

Michael Ureña, President
Yolanda Jones, Vice President
Nancy Aguilar, Secretary
Guillermo Farias, Treasurer

**EMPOWERMENT CONGRESS
NORTH AREA
NEIGHBORHOOD
DEVELOPMENT COUNCIL**



**PO Box 7536
Los Angeles, CA 90007**
ecnandc@gmail.com
www.nandc.org

Area Representatives:
Elena Farias, Area 1
Carlos López, Area 1
Celia Castellanos, Area 2
Rossana Cabrera, Area 2
Joshua Watson, Area 3
Jairo Umaña, Area 3

Committees:

Leslie Evans, Public Safety &
Website
Yolanda Jones, Budget & Finance
Rachel Capata & Michael Ureña,
Information and Resources
Jairo Umaña & Celia Castellanos,
Youth
Richard Enriquez, Seniors & Aging
Maggi Fajnor,
Land Use and Planning

At Large Representatives:
Sharon Stewart
Christine Lee
Rachel Capata
Lacey Goode
Maggi Fajnor

**12-06-2007
Expo Rail Line Project
Resolution and Recommendation**

Whereas, our Neighborhood Council supports and encourages the development of light rail within Los Angeles, specifically the construction of the Expo Rail Line Project along its current proposed route within our boundaries for the purposes of reducing traffic and congestion, pollution, consumption of fossil fuels as long as the rail line is safe and efficient;

Whereas, after careful study and evaluation of the current plan we have found that the proposed at-grade rail project would generate a substantial environmental impact to the Empowerment Congress North Area Neighborhood Development Council area, which will operate all hours of the day and will impact the community frequently and consistently for generations;

Whereas, at-grade crossings proposed at Adams Boulevard, 28th Street, 30th Street, Jefferson Boulevard, Trousdale Parkway, Watt Way, Menlo Avenue, Vermont Avenue, Raymond Avenue, Normandie Avenue, Halldale Avenue, Denker Avenue, Western Avenue, Gramercy Place, and Arlington Avenue pose a grave safety risk to motorists and pedestrians, particularly the elderly, disabled and children;

Whereas, traffic circulation will be severely disrupted with the closure of Wisconsin Street, S. Catalina Street, Budlong Avenue, La Salle Blvd, Harvard Blvd, and Hobart Blvd;

Whereas, the property lines of Foshay Learning Center(K-12), Theodore Alexander Science Center Elementary School, Jesse Brewer Park and Exposition Park are less than 50 feet from the proposed tracks, and several other parks and schools and a large youth population are within walking distance of the tracks;

Whereas, St. John Episcopal Church and Masjid Omar ibn Al-Khattab are within 50 feet from the proposed tracks, and several other places of worship are within walking distance of the tracks;

Whereas, projected traffic counts at the intersection of Washington Blvd & National Blvd in the city of Culver City, state of California, where a grade separation is proposed is lower than traffic counts at Vermont & Exposition, Normandie & Exposition, and Western & Exposition where no grade separations are proposed;

Whereas, the best measurement of rail system success is the migration of commuters/riders out of their

automobiles and onto the rail system. The proposed at-grade design of the rail line is inherently unsafe under these conditions, and will become increasingly unsafe as future political and economic conditions mandate that train speeds increase to lure automobile commuters to the rail line thus increasing ridership;

Whereas, train horns, bells, whistles, track switches, crossing gates, overpasses, sound walls, street closures and crossing gates cause noise, blight, division, and traffic congestion, and obstruct easy access to emergency services and parks;

Whereas, short term budgeting and decision making has not made a full accounting of negative externalities that will be generated by at-grade construction. These negative externalities include; lawsuits due to loss of life and limb, cost of traffic gate and signal maintenance, loss of productivity and delays due to train/auto and train/pedestrian accidents, and loss of ridership due to slow train speeds because of auto traffic congestion;

Whereas, a below grade Expo Line on Exposition Blvd through the Empowerment Congress North Area Neighborhood Development Council area and other South LA communities mitigates these and other adverse environmental impacts;

Whereas, a below grade Expo Line on Exposition Blvd through the Empowerment Congress North Area Neighborhood Development Council area produces a higher return on the large taxpayer investment through increased ridership, reduced travel times, reduced annual operating cost, and increased capacity for spurs that can serve several parts of our region;

Whereas, the political leadership of South Los Angeles has the capacity, standing and has significant influence (Federal, State, Local) on the relevant committees, boards, commissions, to represent and meet the needs of the community;

Be it resolved, that the Empowerment Congress North Area Neighborhood Development Council supports the creation of an Expo Light rail line but opposes the current at-grade design and implementation;

Be it resolved, that the Empowerment Congress North Area Neighborhood Development Council supports the community's efforts to grade separate all currently proposed at-grade crossings on the Expo Line;

Be it further resolved, that the Empowerment Congress North Area Neighborhood Development Council demands that the political leadership of South Los Angeles fulfill the need of its citizens for a safe and efficient grade separated rail line, further it supports constructing the Expo Line below grade from the USC trench through South Los Angeles as far as the existing budget will allow, while simultaneously supporting increased investment through annual government budgets and new resources like State Proposition 1B and State Proposition 1C to complete phase 1 to Culver City.

END