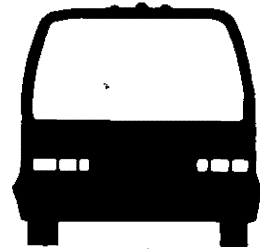
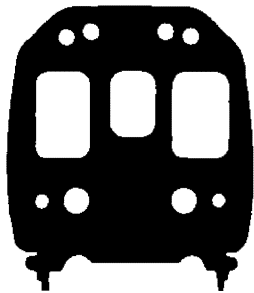




**SECTION 9
FISCAL YEAR 1989 GRANT APPLICATION
FOR OPERATING AND CAPITAL ASSISTANCE**



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1989
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT



Alan F. Pegg
General Manager

SEP 30 1988

Ms. Brigid Hynes-Cherin
Regional Manager
Urban Mass Transportation Administration
211 Main Street, Room 1160
San Francisco, CA 94105

Fiscal Year 1989 Section 9 Grant Application

Dear Ms. Hynes-Cherin:

This letter transmits the Southern California Rapid Transit District's application for Fiscal Year 1989 operating and capital assistance. The application has been prepared in accordance with Section 9 of the Urban Mass Transportation Act of 1964, as amended, and UMTA Circular 9030.1A. All projects are part of the Southern California Association of Government's (SCAG) approved Program of Projects.

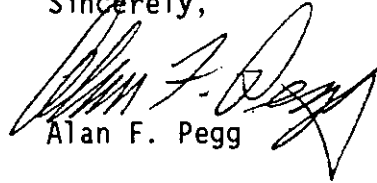
The total federal project cost proposed by this application is \$80,748,000 (\$42,230,000 Operating Assistance and \$38,518,000 Capital Assistance). Separate 424 Forms are included for the operating and capital portions. SCAG will hold a public hearing on the Fiscal Year 1989 Program of Projects on October 6, 1988. The following portions of this application will be submitted separately as an addendum:

- 1) SCRTD Resolution to Adopt Fiscal Year 1989 Program of Projects
- 2) SCAG Resolution to Adopt Fiscal Year 1989 Program of Projects
- 3) SCAG Fiscal Year 1989 Section 9 Certification
- 4) Transcript and Certifications of Public Hearings
- 5) Designation of Recipient

Ms. Brigid Hynes-Cherin
Page 2

If additional information is needed, please contact Larry Schlegel, Director of Management and Budget at (213) 972-6455.

Sincerely,



Alan F. Pegg

Attachments

cc: J. Gosnell, SCAG
D. Collins, SCAG
P. Taylor, LACTC
J. Simms, LACTC
C. Clark, UMTA
A. Steiner, UMTA

Local Unions:

UTU
ATU
TCU
Transit Police Officers Association
Teamsters

International Unions:

UTU
ATU
TCU
Peace Officers Research Association of California
Teamsters

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
FISCAL YEAR 1989
SECTION 9 GRANT APPLICATION

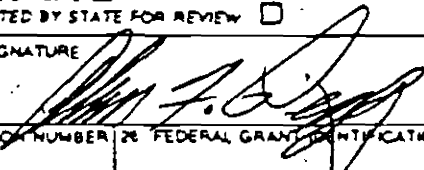
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SCRTD Board Resolution (to be submitted separately)	
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Labor Information for Section 13(c) Certification	22
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Intergovernmental Review	26
Designation of Recipient (to be submitted separately)	

EXHIBIT A

UMTA C 9030.1A
9-13-87

FEDERAL ASSISTANCE

1 TYPE OF SUBMISSION <input type="checkbox"/> NOTICE OF INTENT (OPTIONAL) <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION		2 APPLICANT'S APPLICATION IDENTIFIER b NUMBER b DATE Year month day	3 STATE APPLICATION IDENTIFIER NOTE TO BE ASSIGNED BY STATE	4 NUMBER b DATE ASSIGNED Year month day
4 LEGAL APPLICANT/RECIPIENT a Agency Name: So. Calif. Rapid Transit District b Organization Unit: Office of Management and Budget c Street/P.O. Box: 425 South Main Street d City: Los Angeles e State: California f Contact Person: Larry Schlegel g Telephone No.: (213) 972-6455		5 EMPLOYER IDENTIFICATION NUMBER (EIN) 95-1978576		
7 TITLE OF APPLICANT'S PROJECT (Use Section IV of this form to provide a summary description of the project) Fiscal Year 1989 Operating Assistance		8 TYPE OF APPLICANT/RECIPIENT State Chartered Transit		
9 AREA OF PROJECT IMPACT (Name of city, county, state, etc.) Countywide in Los Angeles		10 ESTIMATED NUMBER OF PERSONS BENEFITING 8,000,000	11 TYPE OF ASSISTANCE <input checked="" type="checkbox"/> A	
12 PROPOSED FUNDING a FEDERAL \$2,230,000 b APPLICANT \$38,39,42 c STATE \$42,230,000 d OTHER \$84,460,000 e TOTAL \$84,460,000		13 CONGRESSIONAL DISTRICTS OF 21-25, 38, 39, 42 14 TYPE OF APPLICATION <input checked="" type="checkbox"/> A		
15 FEDERAL AGENCY TO RECEIVE REQUEST Department of Transportation		16 PROJECT START DATE 19 89 01 01 17 PROJECT DURATION 18 DATE DUE TO FEDERAL AGENCY 19 88 10 10		
19 ORGANIZATIONAL UNIT (IF APPROPRIATE) UMTA		20 ADMINISTRATIVE CONTACT (IF KNOWN) Ms. Brigid Hynes-Cherin		
21 ADDRESS 211 Main Street, Room 1160 San Francisco, CA 94105		22 REMARKS ADDED <input checked="" type="checkbox"/> YES		
22 THE APPLICANT CERTIFIES THAT: To the best of my knowledge and belief, the information furnished in this preapplication/application and true and correct, the documents have been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.		23 YES, THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE _____ 24 NO, PROGRAM IS NOT COVERED BY E.O. 12372 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW <input type="checkbox"/>		
23 CERTIFYING REPRESENTATIVE Alan F. Pegg General Manager		24 SIGNATURE 		
24 APPLICATION RECEIVED 19 ____		25 FEDERAL APPLICATION IDENTIFICATION NUMBER 26 FEDERAL GRANT IDENTIFICATION		
27 ACTION TAKEN <input type="checkbox"/> a AWARDED <input type="checkbox"/> b REJECTED <input type="checkbox"/> c RETURNED FOR AMENDMENT <input type="checkbox"/> d RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE <input type="checkbox"/> e DEFERRED <input type="checkbox"/> f WITHDRAWN		28 FUNDING a FEDERAL \$ ____ b APPLICANT \$ ____ c STATE \$ ____ d LOCAL \$ ____ e OTHER \$ ____ f TOTAL \$ ____	29 ACTION DATE 19 ____	
30 STARTING DATE 19 ____		31 CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)		
32 ENDING DATE 19 ____		33 REMARKS ADDED <input type="checkbox"/> YES <input type="checkbox"/> NO		

PROJECT BUDGET WORKSHEET

For the Period: July 3, 1988 - July 1, 1989

Transit Operator(s): Southern California Rapid Transit District

Designated Recipient: Southern California Association of Governments
(Applicant)

(1) **Total Operating Expenses (Itemize)** (Thousands of Dollars)

<u>Operating</u>	274,830
<u>Maintenance</u>	127,850
<u>Administration</u>	100,670

TOTAL OPERATING EXPENSES \$ 503,350 (1)

(2) **Less Eliminations**

(a) **Less Ineligible Expenses (Itemize)**

_____ \$

(b) **Less Non-Mass Transportation Expenses (Itemize)**

(c) **Less Contra-Expenses (Itemize)**

Interest Earned \$3,200

(d) **Less Other Exclusions (Itemize)**

TOTAL ELIMINATIONS \$ 3,200 (2)

(3) Eligible Operating Expenses (Line 1-Line 2)		\$ 500,150	(3)
(4) Less Farebox and Other Revenues Not Includable as Local Share (Itemize)			
	Farebox	206,408	
	<u>Miscellaneous Income</u>	<u>13,365</u>	
	TOTAL FAREBOX AND OTHER REVENUE APPLIED AGAINST ELIGIBLE EXPENSES NOT INCLUDABLE AS LOCAL SHARE:		
		\$ 217,973	(4)
(5) Net Project Cost (Line 3-Line 4)		<u>\$ 280,377</u>	(5)
(6) Local Share (Itemize)			
	Advertising Income	\$ 3,700	
	<u>Local Subsidies</u>	<u>234,447</u>	
		\$ 238,147	(6)
(7) Net Expenses Before Applying UMTA Funds (Line 5-Line 6)		\$ 42,230	(7)
(8) UMTA Funds Available		\$ 42,230	(8)
(9) UMTA Funds Requested		\$ 42,230	(9)

Mike Butler
Mike Butler
Acting Controller, Treasurer

9/26/88
Date

PROJECT BUDGET WORKSHEET

For the Period: July 3, 1988 - July 1, 1989

Transit Operator(s): Southern California Rapid Transit District

Designated Recipient: Southern California Association of Governments
(Applicant)

(1) Total Operating Expenses (Itemize) (Thousands of Dollars)

Operations	274,830
Maintenance	127,850
Administration	100,670

TOTAL OPERATING EXPENSES \$ 503,350 (1)

(2) Less Eliminations

(a) Less Ineligible Expenses (Itemize)

_____ \$

(b) Less Non-Mass Transportation Expenses (Itemize)

(c) Less Contra-Expenses (Itemize)

Interest Earned \$3,200

(d) Less Other Exclusions (Itemize)

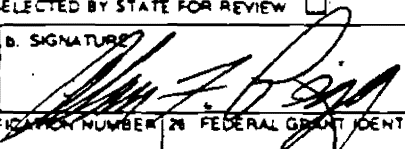
TOTAL ELIMINATIONS \$ 3,200 (2)

(3) Eligible Operating Expenses (Line 1-Line 2)		\$ 500,150	(3)
(4) Less Farebox and Other Revenues Not Includable as Local Share (Itemize)			
	Farebox	206,408	
	Miscellaneous Income	13,365	
	<hr/>		
	TOTAL FAREBOX AND OTHER REVENUE APPLIED AGAINST ELIGIBLE EXPENSES NOT INCLUDABLE AS LOCAL SHARE:		
		\$ 219,773	(4)
(5) Net Project Cost (Line 3-Line 4)		\$ 280,377	(5)
(6) Local Share (Itemize)			
	Advertising Income	\$ 3,700	
	Local Subsidies	234,447	
	<hr/>		
		\$ 238,147	(6)
(7) Net Expenses Before Applying UMTA Funds (Line 5-Line 6)		\$ 42,230	(7)
(8) UMTA Funds Available		\$ 42,230	(8)
(9) UMTA Funds Requested		\$ 42,230	(9)


 Mike Butler
 Acting Controller, Treasurer

9/29/88
 Date

FEDERAL ASSISTANCE

1 TYPE OF SUBMISSION (Name of program) <input type="checkbox"/> NOTICE OF INTENT (OPTIONAL) <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION		2 APPLICANT'S APPLICATION IDENTIFIER	3 STATE APPLICATION IDENTIFIER	4 NUMBER	5 DATE Year month day 19	6 DATE ASSIGNED Year month day 19
7 LEGAL APPLICANT/RECIPIENT a Applicant Name So. Calif. Rapid Transit District b Organization Unit Office of Management and Budget c Street/P.O. Box 425 South Main Street d City Los Angeles e County Los Angeles f State California g ZIP Code 90013 h Contact Person (Name & Telephone No.) Larry Schlegel (213) 972-6455				8 EMPLOYER IDENTIFICATION NUMBER (EIN) 95-1978576		
9 TITLE OF APPLICANT'S PROJECT (Use section IV of this form to provide a summary description of the project) Fiscal Year 1989 Section 9 Grant for Bus and Bus-Related Facilities and Equipment				10 EMPLOYEE IDENTIFICATION NUMBER (EIN) 2101 15 07 MULTIPLE <input type="checkbox"/> 11 TITLE Urban Mass Transportation Administration		
12 AREA OF PROJECT IMPACT (Name of county, counties, cities, etc.) Countywide in Los Angeles			13 ESTIMATED NUMBER OF PERSONS BENEFITING 8,000,000		14 TYPE OF ASSISTANCE <input type="checkbox"/> Assistance Grant <input type="checkbox"/> Construction Grant <input type="checkbox"/> Other Enter appropriate number A	
15 PROPOSED FUNDING a FEDERAL \$8,518,000.00 b APPLICANT \$38,39,42 c STATE \$0.00 d LOCAL \$9,629,000.00 e OTHER \$0.00 f TOTAL \$48,147,000.00		16 CONGRESSIONAL DISTRICT(S) OF APPLICANT 21-25, 38, 39, 42		17 TYPE OF APPLICATION <input type="checkbox"/> New <input type="checkbox"/> Renewal <input type="checkbox"/> Extension <input type="checkbox"/> Other Enter appropriate number A		
18 PROJECT START DATE Year month day 89 01 01		19 PROJECT DURATION Months 19 88 10 01		20 TYPE OF CHANGE (If 14 or 16) <input type="checkbox"/> Assistance Grant <input type="checkbox"/> Construction Grant <input type="checkbox"/> Other Enter appropriate number		
21 FEDERAL AGENCY TO RECEIVE REQUEST Department of Transportation			22 EXISTING FEDERAL GRANT IDENTIFICATION NUMBER			
23 ORGANIZATIONAL UNIT (If appropriate) UMTA		24 ADMINISTRATIVE CONTACT (If known) Ms. Brigid Hynes-Cherin		25 REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
26 ADDRESS 211 Main Street, Room 1160 San Francisco, CA 94105		27 THE APPLICANT CERTIFIES THAT: a To the best of my knowledge and belief, the data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurance if the assistance is approved. b YES, THIS NOTICE OF INTENT/PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE _____ c NO, PROGRAM IS NOT COVERED BY E.O. 12372 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW <input type="checkbox"/>				
28 TYPED NAME AND TITLE Alan F. Pegg General Manager		29 SIGNATURE 				
30 APPLICATION RECEIVED 19		31 FEDERAL APPLICATION IDENTIFICATION NUMBER		32 FEDERAL GRANT IDENTIFICATION		
33 ACTION TAKEN <input type="checkbox"/> a AWARDED <input type="checkbox"/> b REJECTED <input type="checkbox"/> c RETURNED FOR AMENDMENT <input type="checkbox"/> d RETURNED FOR E.O. 12372 SUBMISSION BY APPLICANT TO STATE <input type="checkbox"/> e DEFERRED <input type="checkbox"/> f WITHDRAWN		34 FUNDING a FEDERAL \$.00 b APPLICANT .00 c STATE .00 d LOCAL .00 e OTHER .00 f TOTAL \$.00		35 ACTION DATE Year month day 19		
36 CONTACT FOR ADDITIONAL INFORMATION (No fax and telephone numbers)		37 STARTING DATE Year month day 19		38 ENDING DATE Year month day 19		
39 REMARKS ADDED <input type="checkbox"/> Yes <input type="checkbox"/> No						

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 UMTA SECTION 9
 FISCAL YEAR 1989
 PROPOSED PROGRAM OF PROJECTS
 (\$000)

PROJECT	FEDERAL SHARE	LOCAL SHARE	PROJECT AMOUNT
1. BUSES AND BUS SPARE PARTS (R)			
150 Buses with Lifts and TRS Radios	\$22,877	\$5,719	\$28,596
Bus Parts	2,650	662	3,312
Bus Spare Parts	974	243	1,217
2. FACILITIES (R)			
Division 9 Underground Tank Replacement	2,235	559	2,794
Miscellaneous Facilities Improvements	843	211	1,054
Noise Abatement Construction	240	60	300
Building Renovations	211	53	264
Refurbishing Buildings	198	50	248
3. FACILITIES (A)			
CMF Hazardous Material Storage Area	674	169	843
Hazardous Material Storage	674	169	843
Awnings to Protect Stored Parts	88	22	110
4. NON-REVENUE VEHICLES (R)			
Automobiles & Police Patrol Units	1,298	324	1,622
Trucks and Vans	1,107	277	1,384
Forklifts	159	40	199
5. MAINTENANCE AND SERVICE EQUIPMENT (R)			
Electrical Construction Material & Labor	133	33	166
Replacement Parts for CMF Systems	88	22	110
Transmission Dynamometer	66	17	83
Traveling Wave Tubes	63	16	79
Special Technical Tools	44	11	55
Replacement Division Maintenance Equipment	18	4	22
Valve Grinding System	11	3	14
Sewing Machine	5	1	6
6. MAINTENANCE AND SERVICE EQUIPMENT (A)			
Bus Undercarriage Cleaning Systems	238	60	298
Surveillance Equipment	46	12	58
Shop Mules	26	7	33
Test Inspection Equipment & Portable Tools	18	4	22
Proflometer	14	3	17
Particle Inspector	9	2	11
Bulk Storage Units for Fluids	84	21	105
Engine Dynamometer	70	18	88
7. DATA PROCESSING			
Hardware Lease	1,444	361	1,805
Replacement of Obsolete Computer Hardware	490	123	613
Office Automation Equipment	88	22	110
Environmental Equipment	398	99	497
Micrographics Conversion	265	66	331
8. COMMUNICATIONS EQUIPMENT			
Radio Communication Equipment	49	12	61
Microwave Site Emergency Generators	97	24	121
Emergency Dispatch Center	97	24	121
Microwave Signal Generator	53	13	66
9. OFFICE EQUIPMENT & FURNITURE			
Photocopiers	287	72	359
Office Furniture	88	22	110
TOTALS	\$38,518	\$9,629	\$48,147

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 UMTA SECTION 9
 FISCAL YEAR 1989
 EXPENDITURE DETAIL

Urbanized Area: Los Angeles - Long Beach
 Designated Recipient: Southern California Association of Governments
 Grantee: Southern California Rapid Transit District
 Program Number:

PROJECT	BUDGET CODES	FEDERAL SHARE (\$000)	LOCAL SHARE (\$000)	PROJECT AMOUNT (\$000)
I. CAPITAL				
A. 80/20 funding:				
1. BUSES AND BUS SPARE PARTS (R)				
150 Buses with Lifts and TRS Radios	11.12.01	\$22,877	\$5,719	\$28,596
Bus Parts	11.20.40	2,650	662	3,312
Bus Spare Parts	11.20.40	974	243	1,217
2. FACILITIES (R)				
Division 9 Underground Tank Replacement	11.44.02	2,235	559	2,794
Miscellaneous Facilities Improvements	11.44.02	843	211	1,054
Noise Abatement Construction	11.44.03	240	60	300
Building Renovations	11.44.03	211	53	264
Refurbishing Buildings		198	50	248
3. FACILITIES (A)				
CMF Hazardous Material Storage Area	11.40.04	674	169	843
Hazardous Material Storage	11.40.04	674	169	843
Awnings to Protect Stored Parts	11.40.00	88	22	110
4. NON-REVENUE VEHICLES (R)				
Automobiles & Police Patrol Units	11.40.11	1,298	324	1,622
Trucks and Vans	11.40.11	1,107	277	1,384
Forklifts	11.40.11	159	40	199
5. MAINTENANCE AND SERVICE EQUIPMENT (R)				
Electrical Construction Material & Labor	11.40.00	133	33	166
Replacement Parts for CMF Systems	11.40.00	88	22	110
Transmission Dynamometer	11.40.06	66	17	83
Traveling Wave Tubes	11.40.06	63	16	79
Special Technical Tools	11.40.06	44	11	55
Replacement Division Maintenance Equipment	11.40.06	18	4	22
Valve Grinding System	11.40.06	11	3	14
Sewing Machine	11.40.06	5	1	6
6. MAINTENANCE AND SERVICE EQUIPMENT (A)				
Bus Undercarriage Cleaning Systems	11.40.20	238	60	298
Surveillance Equipment	11.40.09	46	12	58
Shop Mules	11.40.06	26	7	33
Test Inspection Equipment & Portable Tools	11.40.06	18	4	22
Proflometer	11.40.06	14	3	17
Particle Inspector	11.40.06	9	2	11
Bulk Storage Units for Fluids	11.40.20	84	21	105
Engine Dynamometer	11.40.06	70	18	88
7. DATA PROCESSING				
Hardware Lease	11.40.07	1,444	361	1,805
Replacement of Obsolete Computer Hardware	11.40.07	490	123	613
Office Automation Equipment	11.40.00	88	22	110
Environmental Equipment	11.40.00	398	99	497
Micrographics Conversion	11.40.00	265	66	331

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 UMTA SECTION 9
 FISCAL YEAR 1989
 EXPENDITURE DETAIL

Urbanized Area: Los Angeles - Long Beach
 Designated Recipient: Southern California Association of Governments
 Grantee: Southern California Rapid Transit District
 Program Number:

PROJECT	BUDGET CODES	FEDERAL SHARE (\$000)	LOCAL SHARE (\$000)	PROJECT AMOUNT (\$000)
8. COMMUNICATIONS EQUIPMENT				
Radio Communication Equipment	11.40.00	49	12	61
Microwave Site Emergency Generators	11.40.00	97	24	121
Emergency Dispatch Center	11.40.00	97	24	121
Microwave Signal Generator	11.40.00	53	13	66
9. OFFICE EQUIPMENT & FURNITURE				
Photocopiers	11.40.20	287	72	359
Office Furniture	11.40.20	88	22	110
SUBTOTAL CAPITAL		\$38,518	\$9,629	\$48,147
II. OPERATING ASSISTANCE (up to 50% funding); for period from July 1, 1988 to June 30, 1989	30.09.00	\$42,230	\$42,230	\$84,406
III. PLANNING (80/20 funding):		\$0	\$0	\$0
TOTAL FUNDING		\$80,748	\$51,859	\$132,553

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
FISCAL YEAR 1989
SECTION 9 GRANT APPLICATION

Protection of the Environment

There are no significant adverse environmental effects anticipated for the major portion of this grant. The line items qualify as categorical exclusions under the NEPA Guidelines shown below:

Projects for buying buses and other vehicles are excluded from the requirements to prepare an EIS or EA by 23 CFR 771.117(c)(17). Projects for buying and installing operating and maintenance equipment are excluded from the requirements to prepare an EIS or EA by 23 CFR 771.117(c)(19).

Listed below are projects which previously would have been excluded under 23 CFR 771.115(b)(22) or (25) dated October 30, 1980 since they involve the rehabilitation of existing buildings and the construction of new buildings on sites within existing District facilities. Under 23 CFR 771.117(d)(8) and (9) dated August 28, 1987, the conditions for exclusion of a project from preparation of an EA or EIS now emphasizes construction or rehabilitation of facilities where only minor amounts of additional land are required. No provision is made for modification or rehabilitation of existing transit facilities.

The projects described below will not change the pattern or level of use of the facilities and will not have any significant impacts on the surrounding environment. They do not require the use of additional land and no substantial increase in the number of users is anticipated. Therefore, it is recommended that they be considered as excluded from preparing an EA or EIS without the additional level of documentation required under the new regulation, 23 CFR 771.117(d)(8) or (9).

- o Division 9 Underground Tank Replacement - The District will replace the existing tanks and piping at Division 9 and clean up contaminated soil around the fuel tank caused by surface spills during the past 13 years. State regulations now require that all new fuel tank installations be constructed with double walls or other secondary containment provisions. Since the existing tanks do not leak, they may be left in place, but the cost to clean up the contaminated soil while leaving the tanks in place will cost almost as much as doing the clean-up and installing compliant tanks.
- o Miscellaneous Facilities Improvements - Additional and replacement facilities improvements which have not been identified or anticipated during the budget and grant request preparation process are normally required during the fiscal year.
- o Building Renovations - Building renovations and replacements which have not been identified or anticipated during the budget or grant request preparation process are normally required during the fiscal year.

- o Refurbishing Buildings - Failure of building facilities equipment such as water heaters, air compressors, refrigerators, etc. require replacement. Unanticipated emergency construction projects such as storm drainage must be expected. Electrical construction and interior remodeling such as control systems, power distribution panels and office construction at District facilities must also be expected.
- o Hazardous Materials Storage Areas - Compliant storage facilities for hazardous and flammable materials must be upgraded at sixteen District sites to comply with recent legislation and fire department regulations. Construction will include storage racks, fencing, spill containment, fire protection and security.
- o Awnings to Protect Stored Parts - Large bus parts which are stored in fenced areas outside of the buildings at seven divisions must have the storage areas upgraded to protect the materials and to comply with local building and safety codes. The improvements include awnings and fire protection equipment.

Noise Abatement Construction - Residents adjacent to Divisions 3, 6 and 7 have repeatedly and strenuously complained about high noise levels emanating from the divisions. Construction of taller noise barrier walls and other noise abatement measures will significantly decrease the noise levels at the property lines. This project is also excluded from the requirements to prepare an EA or EIS by 23 CFR 771.117(c)(6).

STATEMENT OF CONTINUED VALIDITY OF ONE-TIME SUBMISSIONS

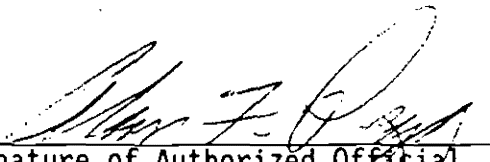
A Standard Assurances Certification Letter dated April 26, 1985, was submitted by the applicant in accordance with UMTA C 9100.1A and acknowledged by UMTA on August 7, 1985. It remains valid.

The following documents as checked (with dates when submitted to UMTA), continue to remain valid and accurate, and do not require revisions or updating:

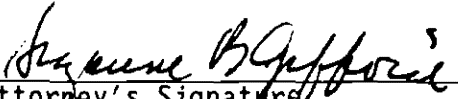
- Public Transportation System Description: FY 1989 SRTP Policy Document
- List of Labor Unions (this submission not required for planning projects): _____
- Opinion of Counsel (when broadly worded to cover multiple grant requests): _____
- Title VI Assurance (UMTA C 1160.1): May 27, 1988
- Special Efforts Certification: April 13, 1988
- Private Enterprise Description and Involvement Process: FY 1989 SRTP - Policy Document
- Authorization Resolution (when broadly worded to cover multiple grant requests): _____
- Designation of Recipients: June 11, 1975
- Maintenance Plan: FY 1989 SRTP - Equipment Maintenance Plan
- Contingency Fleet Plan (if applicant has an inactive fleet): FY 1989 SRTP - Equipment Maintenance Plan
- 504 Assurance: April 13, 1988
- Section 9 Certification (when modified to cover multiple grant requests): December 31, 1987

The applicant understands and agrees that the use of UMTA funds approved for this project shall be consistent with the applicable sections of the Urban Mass Transportation Act of 1964, as amended [Sections 3, 3(a) (1) (C), 3(a) (1) (D), 4(i), 9, 10, or 20], or 23 U.S.C. [Sections 103(e) (4) or 142]; other pertinent Federal laws; and pertinent Federal rules, regulations and circulars. The use of UMTA funds is subject to audit and review. Such funds shall be returned to UMTA if, after audit, it is found that they have been used improperly.

Signature of the attorney is certification that there is no pending or threatened litigation or other action which might adversely affect the ability of the grantee to carry out the project.



Signature of Authorized Official



Attorney's Signature

General Manager

Title of Authorized Official

Date: 9.30.88

ATTENTION: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies or conceals a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years, or both. 18 U.S.C. Section 1001 (1982).



Legal Department

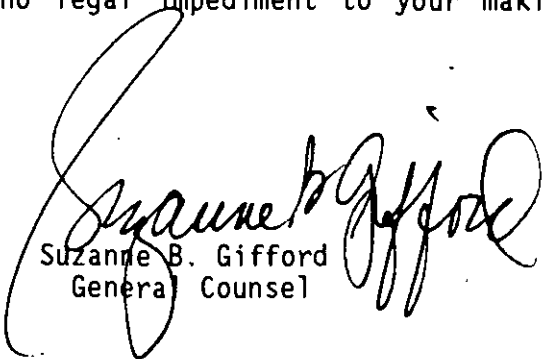
September 30, 1988

TO: Alan F. Pegg, General Manager
FROM: Suzanne B. Gifford, General Counsel
SUBJECT: UMTA CAPITAL GRANT APPLICATION FOR FISCAL YEAR 1989 OPERATING ASSISTANCE AND BUS AND BUS-RELATED FACILITIES AND EQUIPMENT PROJECTS

This opinion is written by the undersigned in her capacity as General Counsel for the Southern California Rapid Transit District.

The District is legally empowered and authorized to prepare and file with the Department of Transportation applications or other documents deemed necessary for the planning, improvement, or operation of its transit facilities.

There is no pending or threatened litigation which might in any way adversely affect this project, and there is no legal impediment to your making this application.



Suzanne B. Gifford
General Counsel



Alan F. Pegg
General Manager

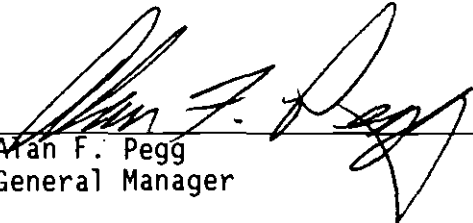
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
FISCAL YEAR 1989
SECTION 9 GRANT APPLICATION

STANDARD ASSURANCES

The Southern California Rapid Transit District hereby assures and certifies that it will comply with the Federal statutes, regulations, Executive Orders and administrative requirements which relate to the applications made to and grants received from the Urban Mass Transportation Administration.

Acknowledgement is given of UMTA C 9030.1A's list of such statutes, regulations, Executive Orders and administrative requirements as may apply.

The provisions of section 1001 of Title 18, U.S.C., apply to any assurance or submission under this section.



Alan F. Pegg
General Manager

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
FISCAL YEAR 1989
SECTION 9 GRANT APPLICATION

PRIVATE ENTERPRISE DESCRIPTION

The following SCRTD Privatization Program description was taken from the Southern California Rapid Transit District's Fiscal Year 1989-1991 Short Range Transit Plan (SRTP). The list of private-sector firms was taken from the Private Sector Transit Operator Directory published by the Southern California Association of Governments.

PRIVATE ENTERPRISE PARTICIPATION

Last year's SRTP included a detailed description of the District's privatization program, policy and procedures. In particular, it described the District's response to UMTA Circular 7005.1 requirements. This circular requires each UMTA grantee to develop or adopt a process for consideration of private enterprise participation and the private operation of mass transportation and other support services to the maximum extent feasible.

In general, the District's privatization policy, process, and procedures for implementing its privatization program and for responding to UMTA's requirements have not changed. Consequently, this section focuses on the progress made by the District during the past 12 months towards achieving its privatization program and also describes the privatization plan for the next 12 months.

PRIVATE SECTOR CONSULTATION/NOTIFICATION

In the past, two private sector committees were created to deal with privatization issues. In early 1986, the District established a Private Operators' Advisory Committee to review the District's service and privatization policies and to provide a forum for early consultation and notification of contracting opportunities for the private sector. In addition, the Southern California Association of Government (SCAG) also formed a Private Sector Forum Committee to deal with both local and regional privatization issues. This committee includes both private and public operators in addition to representatives from SCAG and from the Los Angeles County Transportation Commission (LACTC).

Since some of the same private and public sector representatives attended meetings of both committees, it was agreed to combine the SCRTD's private sector committee with SCAG's committee. The expanded committee conducts monthly meetings and provides a forum for consultation and notification to private operators of opportunities for participation in the provision of transit services in the region.

REMOVING IMPEDIMENTS TO CONTRACTING

As stated in last year's SRTP, the major impediments to competitive contracting of District services are the existing state legislation (State Public Utilities Code) and the existing collective bargaining agreements.

State Public Utilities Code Sections 30754, 30634, and 99314.5(c) restrict the District from contracting out its services. In particular, Section 30634 states that the District may contract for the performance of services by any city, county, or public utility operating transit facilities within the District's service area. The law defines "transit facilities" as any operation which has as its primary purpose the operation of a rail transit system. This, in essence, precludes the District from contracting with any private bus operator in the region since none operates rail service.

The collective bargaining agreements with the Amalgamated Transit Union (ATU) and the United Transportation Union (UTU) also restrict the District from contracting by making it economically infeasible. For example, Article E of the UTU Labor Agreement states that any entity which is to operate any District service shall assume and observe the UTU contract. This restriction removes any economic incentive for the District to contract transit services since cost savings, if any, are likely to be negligible.

To remove existing restrictions to contracting, the District is acting to change state legislation which impacts the District's law related to contracting. On December 17, 1987, the Board of Directors approved the District's State and Federal Legislative Program for Fiscal Year 1988. This program included new legislative proposals that would enable the District to contract out its bus services, in a manner similar to the way the City and the County are now contracting, using private bus companies, service formerly operated by the District. The program was reviewed with the Private Sector Committee. The new legislative program will also allow the District to contract in a more cost-effective manner than is permitted under current legislation.

Several of the District's proposed legislative changes are co-sponsored by the LACTC. At this time, some of the amendment bills required to change the District's law have been authored by state legislators. These bills, if approved by the Legislature, could become effective as early as January 1, 1989.

DISTRICT PRIVATIZATION EFFORTS DURING FISCAL YEAR 1988

The process and procedures for implementing the District's Privatization Program were completed last year and are detailed in the Fiscal Year 1988 through Fiscal Year 1990 SRTP. During Fiscal Year 1988, District efforts focused on refining privatization procedures and on removing impediments to contracting as described above. This section highlights the progress made by the District towards implementing its privatization program and evaluates the privatization activities planned to be accomplished this year and identified in last year's SRTP.

Existing District Contracts With the Private Sector

As stated in last year's SRTP, the District continues to contract a wide range of maintenance work and support services to the private sector. The District contracts to private vendors a variety of maintenance repairs of revenue and non-revenue vehicle components and leases tires for all District buses from a private company. Other contracts to private vendors are in the following areas: marketing, printing, computer and data processing, legal, and consultants for a variety of technical studies.

Demonstration Project

In June 1987, the District's Board of Directors cancelled the operation of 18 bus lines which were more costly to operate and which did not meet the minimum criteria established in the District's Consolidated Transit Service Policies. The City and the County of Los Angeles decided to assume responsibilities for these lines and targeted them for a Privatization Demonstration Project. Using monies provided by UMTA, the LACTC, the City and the County, selected lines have been contracted to the private sector to operate.

The City and County of Los Angeles assumed responsibility for the lines in November 1987. From late June 1987, until they were taken over by the City's and the County's private providers, the District continued to operate the cancelled lines under a contractual agreement with the City and the County. The agreements provided for the City and the County to reimburse the District for the net marginal cost of performing the service. The action on the part of the District ensured that there was no interruption of service for the patrons of these lines.

Once the City and County assumed full responsibility for their respective bus lines, the District was contracted to continue providing selected support services for these lines. The following support services are provided by the District under contract through June 30, 1989.

- o Customer Services
 - Telephone information
 - Complaint forwarding and monitoring
- o Timetable Production and Distribution
- o Stops and Zones
 - Production of signs and decals
 - Installation of new signs and decals
 - Maintenance
- o El Monte Station and Busway Maintenance Costs (L. A. County only)

Service Changes

Except for the cancelled lines which are now operated by private carriers, the District did not implement any service changes which require the District to perform a cost comparison with the private operators as mandated by UMTA Circular 7005.1 and by the LACTC.

On February 20, 1988, the District held a public hearing for service and fare adjustments to be implemented in Fiscal Year 1989. The proposed service modifications were grouped into four proposals, each corresponding to a different geographical area. The proposals restructured existing lines by cancelling portions of selected lines and replacing them with other lines. Staff recommended the implementation of all four proposals to help achieve a balanced budget for the upcoming fiscal year. These service and fare adjustments were discussed with the Private Sector Forum Committee and the District solicited comments from its members.

Line-By-Line Analysis

UMTA Circular 7005.1 requires operators to conduct periodic examination, at least every three years, of each route to determine if it could be more efficiently operated by a private enterprise. In addition, the Board-adopted Consolidated Transit Service Policies (CTSP) specify that a line-by-line analysis shall be performed annually.

During Fiscal Year 1987, the District conducted a preliminary line-by-line analysis to evaluate the conformance level of the District's bus system to the standards established in the CTSP. The line-by-line evaluation is based on standards that relate to the productivity, quality of service, and cost-effectiveness of providing District services. With the exception of lines operated by the District under contract with other agencies, each line in the system was subjected to an analysis based on five separate performance criteria. Section 3.3 in the SRTP summarizes the performance standards and the findings of the preliminary line-by-line analysis. A more detailed report on conformance levels was presented in a separate report, the Fiscal Year 1988 Annual Evaluation of System Conformance to the Consolidated Transit Service Policies.

The line-by-line analysis required by UMTA Circular 7005.1 will be completed by the District by the end of Fiscal Year 1989. This analysis will determine if bus lines could be more efficiently operated by private carriers. As requested by the LACTC, this analysis will be included in the Fiscal Year 1990 through Fiscal Year 1994 SRTP.

Board Action

On January 7, 1988, the Board of Directors reaffirmed its privatization policy adopted November 20, 1985 as it relates to contracting District services and to taking steps to become a broker of transit services. Additionally, the Board approved the following staff recommendations:

- (1) Authorize the General Manager to issue RFP's for contracting bus service contingent upon changes in state legislation which would eliminate restrictions to the District's contracting of transit services;
- (2) Seek new funding sources to fund the contracting of new lines by the District; and
- (3) Seek authorization from the counties of Orange, Riverside and San Bernardino to subcontract and administer bus lines that are presently being operated by the District under contract.

At the January 7, 1988 meeting, the Board also supported District efforts to become a broker for transit services in the region. Under a brokerage structure, the Board of Directors will oversee the operation and make policy decisions for six brokerage functions, in addition to the District's mandated function as the regional transit operator. The brokerage functions include contracting solicited and unsolicited District services, anagement of other transit services, and subcontracting

services for other agencies. Several of the proposed brokerage alternatives face legislative restrictions and are contingent on the passage of previously discussed legislative proposals.

The Private Sector Forum Committee was informed about the Board's actions related to the RFP and brokerage positions at the January 11, 1988 meeting. At this meeting, the District also stated that it would consider unsolicited proposals by the private sector for new services.

Cost Comparison Methodology

The District has developed a cost model which could be used to conduct a cost comparison analysis with the private sector. This cost model utilizes a fixed/variable cost allocation approach to determine cost on a line-by-line basis. It is based upon the incremental costs or savings that are generated through changes in service for a line or a package of lines. This method of costing also allows for a fully allocated cost comparison of services.

The cost model is based on extensive analysis of District budget data. The following four service statistics are used as the independent variables within the modeling process:

- o total annualized vehicle miles;
- o total annualized vehicle hours;
- o total annualized passenger boardings; and
- o average weekday P.M. peak buses.

The eventual cost comparison methodology to be used in the comparison process, however, has not been decided. The LACTC has hired Price Waterhouse to recommend the best methodology to compare the operating costs of the Demonstration Lines under the private sector with the previous District operating costs.

Price Waterhouse staff reviewed the District's cost model and found it to be a good tool, once fully developed, for the District's internal use. They, however, did not recommend it as a cost measurement tool for the Demonstration Lines cost comparison. Consequently, they are developing a new model under contract to the LACTC.

Once the Price Waterhouse model is completed, it will be tested against the District's model and a decision will then be made as to what methodology to adopt for future cost comparisons.

NEXT YEAR'S PRIVATIZATION PLAN

As stated above, the District is willing to contract selected bus services if economically feasible. However, any such activities are contingent upon changes by the state legislature and upon the outcome of the upcoming labor contract negotiations. The District plans to undertake the following privatization related activities during Fiscal Year 1989.

- (1) Actively work with the state legislature to change District law to enable the District to contract selected services in a cost-effective manner.

- (2) Approve a fully allocated cost formula to be used for cost comparison of District and private operator services.
- (3) Complete analysis and approve specific lines and services for contracting.
- (4) Complete final review and approve a Request For Proposal for contracting of bus lines.
- (5) Complete the triennial line-by-line analysis as mandated by UMTA's privatization policy.
- (6) Continue to pursue opportunities to become a regional broker of transit services.

Below is a list of some of the major existing private mass transportation companies in the service area to be covered by the program of projects.

Mr. Ron H. Carter
Vice President
Antelope Valley Bus, Inc.
660 West Avenue L
Lancaster, CA 93534

Mr. Richard Gomez
Greyhound Lines, Inc.
208 E. Sixth Street
Los Angeles, CA 90014

Arrow Coach Lines, Inc.
Mr. James P. Federman
2450 East Vernon Avenue
Los Angeles, CA 90058

Mr. Tom Stolnack
Hudson General
7025 W. Imperial Hwy.
Los Angeles, CA 90045

Mr. Dale Caron
Commuter Bus Lines, Inc.
11123 Long Beach Blvd.
Lynwood, CA 90262

Mr. Jim Burnham,
Director of Corporate
Development Laidlaw
Laidlaw
5725 Sepulveda Boulevard
Van Nuys, CA 91411

Mr. Gene R. Stalians
President
Diversified Paratransit, Inc.
1400 East Mission Blvd.
Pomona, CA 91766

Mr. Jay Mannino
Mark IV Charter Lines, Inc.
14800 South Avalon Blvd.
Gardena, CA 90248

Mr. Philip Boucher
Grayline Tours
1207 West Third Street
Los Angeles, CA 90017

Mr. Ken Kaupher
General Manager
Transit Contractors
8309 Tujunga Avenue
Sun Valley, CA 91352

LABOR INFORMATION FOR 13 (c) CERTIFICATIONS

a) Effect on Employees of the SCRTD

Employees of the SCRTD are represented by the United Transportation Union, Locals 1563, 1564, 1565 and 1607, representing operators; by the Amalgamated Transit Union, representing mechanics; by the Transportation Communications Union; the Transportation Police Officers Association; and the International Brotherhood of Teamsters. The project(s) will not adversely affect the employees of the SCRTD.

The addresses of the above unions are as follows:

<u>Local</u>	<u>International</u>
United Transportation Union 36 South Kinneloa Avenue Pasadena, CA 91107 Mr. Earl R. Clark General Chairman	United Transportation Union 14600 Detroit Avenue Cleveland, Ohio 44107 Mr. Kenneth Moore Director, Bus Department
Amalgamated Transit Union Local No. 1277 2550 Wilshire Blvd., Suite 815 Los Angeles, CA 90057 Mr. Neil H. Silver President	Amalgamated Transit Union 5027 Wisconsin Avenue, N.W. Washington, D.C. 20016 Mr. John W. Rowland President
Transportation Communications Union 599 S. Barranca Ave., Room 220 Covina, CA 91723 Mr. P. A. Duran Vice General Chairman	Transportation Communications Union 3 Research Place Rockville, MD 20850 Mr. R. I. Kilroy President
Transit Police Officers Assoc. P.O. Box 875084 Los Angeles, CA 90087 Luke Fuller Vice President	Peace Officers Research Association of California P. O. Box 8044 Canyon Lake, CA 92380-3444 Robert Krause
Teamsters - Local 911 3202 East Willow Street Long Beach, CA 90806 Ms. Arlene Moore-Sini Secretary - Treasurer	International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America 25 Louisiana Avenue, N.W. Washington, D.C. 20001 Mr. Jackie Presser General Chairman

b) Provisions for Section 13(c) Agreements

It is understood that the grant agreement will contain provisions, certified by the Department of Labor, that the Southern California Rapid Transit District will warrant that the project will not adversely affect the employment and working conditions of the employees of the SCRTD, and will agree that if any such employees are adversely affected, appropriate protection shall be afforded under the provisions of Section 13(c) of the Urban Mass Transportation Act of 1964, as amended.

c) Davis-Bacon Act

The Southern California Rapid Transit District assures that all laborers and mechanics employed by contractors or sub-contractors in the performance of construction work financed with assistance under the Urban Mass Transportation Act of 1964, as amended, shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended.

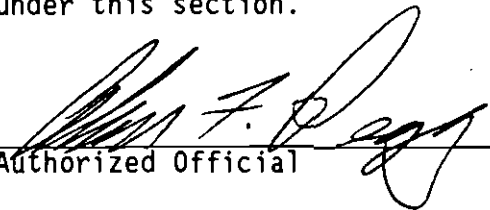
SECTION 9 CERTIFICATION

Certification is given by the recipient named herein the Southern California Rapid Transit District with respect to its application for assistance pursuant to Section 9 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. §1601, et seq.) ("the UMT Act"); filed with the Urban Mass Transportation Administration (UMTA), as to the following:


- A. That it has or will have the legal, financial and technical capacity to carry out the proposed program of projects and budget;
- B. That it has or will have satisfactory continuing control, through operation or lease otherwise, over the use of the facilities and equipment, and will maintain such facilities and equipment;
- C. That it will comply with the provision for elderly and handicapped half-fare as prescribed by Section 5(m) of the UMT Act;
- D. That it will give the rate required by Section 5(m) of this Act to any person presenting a Medicare card duly issued to that person pursuant to Title II or Title XVIII of the Social Security Act;
- E. In carrying out any procurement under Section 9, that it will use competitive procurement processes as defined by UMTA or, for procurement of associated capital maintenance only, the sole source provisions detailed in Appendix D; will not utilize exclusionary or discriminatory specifications in the procurement; and will carry out the procurement in compliance with applicable Buy America provisions;
- F. That it has complied with the following requirements of Section 9(f) in that it has:
 - a. Made available, to the public, information concerning the amount of funds available under Section 9 and the program of projects and budget that the recipient proposes to undertake with such funds;
 - b. Developed a proposed program of projects and budget concerning activities to be funded in consultation with interested parties, including private transportation providers;
 - c. Published a proposed program of projects and budget in such a manner to afford affected citizens, private transportation providers and, as appropriate, local elected officials an opportunity to examine its content and to submit comments on the proposed program of projects and budget and on the performance of the recipient;

- d. Afforded an opportunity for a public hearing to obtain the views of citizens on the proposed program of projects and budget;
 - e. Considered comments and views, particularly those of private transportation providers, and, if deemed appropriate, modified the proposed program of projects and budget; and
 - f. Made the final program of projects and budget available to the public.
- G. That it has available and will provide the required amount of funds in accordance with Section 9(k) (1) of the UMT Act, and will comply with the requirements of Sections 8 and 16 of the UMT Act.
 - H. That it has locally developed process to solicit and consider public comment prior to raising fares or implementing a major reduction of transit service.
 - I. That the organization(s) to receive benefits directly from the Section 9 grant is subject to the uniform system of accounts and records and has submitted the latest required Section 15 report of financial and operating data as prescribed in Section 15 of the UMT Act and further defined in UMTA regulations (49 C.F.R. Part 630).
 - J. That any proposed project for the acquisition of or investment in rolling stock is in conformance with UMTA rolling stock guidelines.
 - K. That any capital expenditure proposed for funding under the 90% or 95% Federal match provisions of Section 16(e) will be in conformance with the requirements of these provisions; and that any asset acquired or improved under such provisions will remain in the specialized service to which it was originally dedicated for its useful life.

The provisions of 18 U.S.C. 510001, apply to any certifications or submissions under this section.



 Authorized Official



 Attorney's Signature

General Manager

 Title of Authorized Official

9.30.88

 Date



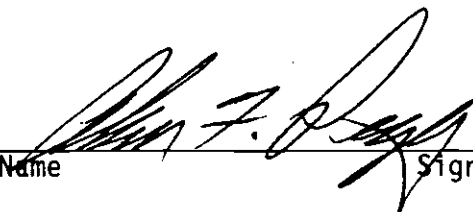
Alan F. Pegg
General Manager

Ms. Brigid Hynes-Cherin
Regional Manager, Region IX
Urban Mass Transportation Administration
211 Main Street, Room 1160
San Francisco, California 94105

Intergovernmental Review

Dear Ms. Hynes-Cherin:

Certification is hereby given by the Southern California Rapid Transit District with respect to its application for assistance, pursuant to Section 9 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. Section 1601, et, seq.), filed with the Urban Mass Transportation Administration (UMTA), that the applicant has complied with the provisions of 49 CFR Part 17, Intergovernmental Review of Department of Transportation Programs and Activities.


Name _____ Signature _____

General Manager
Title _____