

[Metro.net](#) (web)

## Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)  
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/  
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement  
Round-up](#)

## Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

## Need e-Help?

Call the Help Desk  
at 2-4357

[E-Mail Webmaster](#)

Speaking Monday in Van Nuys, Supervisor Zev Yaroslavsky tells local media why he believes the Metro Orange Line should be completed. He was joined by from left, U.S. Congressman Brad Sherman (D-Sherman Oaks, CA) and Los Angeles City Council Members Dennis Zine and Tom LaBonge, among others.



PHOTOS: NED RACINE

## City Council Supports Orange Line Completion, Lifting of Stay

- Court expected to rule Wednesday;  
\$189 million already spent on project

By BILL HEARD, Editor

(Aug. 10, 2004) The Los Angeles City Council unanimously approved a motion, Tuesday, supporting completion of the Metro Orange Line and asking the California Court of Appeal to lift a temporary stay that halted construction Aug. 2.

The action on the motion by Councilman Tom LaBonge came after city and county officials joined San Fernando Valley community leaders in Van Nuys, Monday, for a news conference in support of the 14-mile cross-valley transitway. A Tuesday morning media event on the steps of City Hall was a further call for action to keep the project moving.

The Court of Appeal is expected to rule later this week on Metro's request for a



City Councilman Dennis Zine, who represents the western San Fernando Valley, speaks at Monday's news conference in Van Nuys.

rehearing and lifting of the stay which has idled some 120 construction workers on the \$330 million project.

The court had imposed the stay following an appeal by COST, a Valley group opposed to the Metro Orange Line. The Metro Board has voted to appeal an adverse court ruling to the California Supreme Court.

### **Project 35 percent complete**

In a presentation to the City Council, CEO Roger Snoble noted that, although the project is 35 percent complete, all work on the transitway was stopped except for that needed to ensure public safety.

"It is a breach of the public's trust to stop work on this long-studied and greatly anticipated...transportation system linking North Hollywood to Woodland Hills..." Snoble said.

Metro Construction Chief Rick Thorpe told the Council the construction delay is costing taxpayers \$70,000 each day and that more than \$189 million already has been spent or committed to the project.

The cost of a long-term delay "could exceed \$100 million, plus the potential loss of \$68 million in state funds," Thorpe said.

Also calling for construction to resume was Assemblyman Lloyd Levine (D-Van Nuys), who has sponsored a bill (AB-1798) that would ensure the project could move forward.

Since construction was halted, a number of residents along the Metro Orange Line right-of-way have written LaBonge, Council members Wendy Greuel, Dennis Zine, Grieg Smith and others to support completion of the project.

### **'Let's hope common sense prevails'**

"I am angry that a small group can (wreak) such havoc on a major public works project which would be of great benefit to all of the communities along its corridor and beyond," wrote Judy Price, secretary of the Valley Glen Neighborhood Assn. "Let's hope that common sense prevails when the court makes its decision."

"The owners in my condo complex who have heard that work has been stopped are aghast!" wrote homeowner Mary Ann Hurst. "It is silly to stop everything just when you were really starting to make progress."

"I fully support your motion and offer any personal assistance in the effort to get the Orange Line completed," wrote Carlos Ferreyra of Valley Glen.

The Court of Appeal earlier had found that Metro's Environmental Impact Report (EIR) for the transitway was incomplete because it did not include a study of the Metro Rapid system as an alternative.

At the time the EIR was being written, the Metro Rapid system was still a pilot project whose benefits were not yet fully known. A study of the system is now under way and will be included in the updated EIR. That process could take as long as nine months.