



October 1, 1979

Mr. Jerome C. Premo
Executive Director
Los Angeles County Transportation Commission
Suite 1206
311 South Spring Street
Los Angeles, California 90013

Dear Mr. Premo:

In reply to your letter of September 20, 1979 to Mr. Gilstrap, transmitted herewith is a Summary of Public Involvement and Hearing Process, with attachments, for your review.

We would be most eager to receive your comments before such a package is forwarded to the California Transportation Commission. Please contact me if you have any questions or suggestions.

Sincerely,


Richard Gallagher
Manager & Chief Engineer
Rapid Transit Department

Enclosure

bcc: J. R. Gilstrap

24364027

SUMMARY OF PUBLIC INVOLVEMENT
AND HEARING PROCESS

REGIONAL CORE RAPID TRANSIT

June, 1977 - September, 1979

Prepared by:

Rapid Transit Department
Southern California Rapid Transit District
September 28, 1979

SUMMARY OF PUBLIC INVOLVEMENT
and
HEARING PROCESS

TABLE OF CONTENTS

- I. Overview
- II. Four Rounds of Community Meetings
- III. Staffing for the Community Participation Program
- IV. Mailing List and Newsletters
- V. Media Coverage
- VI. Official Public Hearings on the AA/EIS/EIR

Attachments:

- A. ✓ Citizen Participation Brochures
- B. ✓ Handout - Description of Alternatives
- C. ✓ Updated List of Community Meetings Held
- D. ✓ Handout - Summary of Results - Cost/Patronage Data
- E. ✓ Updated Mailing List
- F. ✓ Five Newsletters - Part of the Community Participation Program
- G. SCRTD News Releases/Media Coverage of the Community Meetings and the Public Hearings
- H. ✓ Transmittal Letters Notifying Completion of the Draft AA/EIS/EIR and Holding of Public Hearings
- I. ✓ Official Notices in Eight Newspapers of Intent to Hold Public Hearings on the AA/EIS/EIR
- J. ✓ List of Federal, State and Local Agencies Notified of Completion of the Draft AA/EIS/EIR and of the Public Hearings
- K. ✓ List of Speakers in the Order in Which they Appeared at the Six Public Hearings on July 9, 10 and 11, 1979.

I. Overview

There has been an extensive public participation program developed and maintained since the inception of this Alternatives Analysis/ Environmental Impact Report/Statement in June 1977. No effort has been spared in an attempt to reach into every corner of the Regional Core and beyond and inform the public of the ongoing study. Most importantly, comments, ideas and suggestions from the public were actively solicited. There were four distinct rounds of public meetings as well as the official public hearings held in July, 1979, for the Environmental Impact Statement/Report. Media coverage of this planning effort was very good during this period.

The specifics of this public participation program are described in the following sections. However, attention should be given to the following references which describe the public participation program:

- (1) AA/EIS/EIR Chapter XII
Community Participation
- (2) AA/EIS/EIR Appendix IV
Organizations/Community Participation
- (3) Summary of Public Hearings
AA/EIS/EIR
September 20, 1979

II. Four Rounds of Community Meetings

Four distinct rounds of general public meetings were held from the outset of this AA/EIS/EIR planning study. The dates of each round as well as a brief discussion of the goals of each round are listed below. The date, location, attendees and minutes of each meeting are included in Appendix IV of the AA/EIS/EIR.

1st Round - September 27, 1977 - October 12, 1977

A series of 8 meetings were held during this round. They were:

1. September 27, 1977 - Downtown
2. September 27, 1977 - North Hollywood
3. September 28, 1977 - Hollywood
4. September 29, 1977 - Miracle Mile
5. October 4, 1977 - West Hollywood
6. October 6, 1977 - Wilshire
7. October 11, 1977 - Hollywood (West)
8. October 12, 1977 - Hollywood (East)

At this series, introductory citizen participation pamphlets (see Attachment A) were distributed as well as background transportation information provided. Specific community leaders were sent notice of the meetings and called to remind them of the session. City council offices assisted in identifying the most appropriate community leaders.

The persons who attended, appreciated the introduction and background information but requested detailed cost and patronage data upon which to base a decision.

Only one meeting was originally scheduled for Hollywood, but at the request of Councilwoman Stevenson two meetings were scheduled, one in Hollywood (East) and one in Hollywood (West).

2nd Round: October 17, 1977 - October 25, 1977

A series of 7 meetings were held during this round. They were:

1. October 17, 1977 - Miracle Mile/Park Mile
2. October 18, 1977 - Downtown
3. October 18, 1977 - Mid-Wilshire/Westlake
4. October 18, 1977 - North Hollywood
5. October 19, 1977 - Hollywood
6. October 20, 1977 - West Hollywood
7. October 25, 1977 - North Hollywood

At this series of meetings a brochure describing the all-bus and rail/bus alternatives was distributed (see Attachment B). A questionnaire was also circulated which asked the persons who attended the session to indicate their preliminary preference for an alternative. Large display maps of each alternative were prepared for use at this series of meetings.

Persons who had been identified for the first series were again notified in writing and by phone of the meetings. The groups by and large requested specific cost and patronage data for each alternative.

3rd Round: February 28, 1978 - March 22, 1978

A series of eight meetings were held in this round. They were:

1. February 28, 1978 - Hollywood (afternoon)
2. February 28, 1978 - Hollywood (evening)
3. March 1, 1978 - Mid-Wilshire (afternoon)
4. March 1, 1978 - Mid-Wilshire (evening)

5. March 1, 1978 - Miracle Mile (afternoon)
6. March 4, 1978 - N. Hollywood (afternoon)
7. March 6, 1978 - West Hollywood (Fairfax)
8. March 16, 1978 - W. Hollywood (Plummer Park)

At this series the preliminary results of the cost and patronage data was discussed. Concern was expressed as to how the local 20% of the capital costs could be raised. To encourage more attendance both afternoon and evening sessions were scheduled at some locations. Unfortunately, heavy rainfall was experienced during this period of time which hampered attendance. Community leaders, as well as the general public, were invited to these sessions.

4th Round: September, 1978 - May, 1979

In this round only three general community-wide meetings were held. They were:

1. November 1, 1978 - Hollywood (USO)
2. December 6, 1978 - Wilshire (Burroughs Junior High School)
3. December 12, 1978 - North Hollywood (CRA) Project Area Committee

In addition to these three meetings, 46 other meetings were held with established community groups throughout the region. An updated list of meetings is included in Attachment C.

A slide presentation was developed for use at these sessions. It was about 20 minutes in length and was shown at almost every meeting. The alternatives were defined and the final cost and patronage figures were reviewed. A handout was distributed with this information (see Attachment D). This round lasted until it became clear that the Draft AA/EIS/EIR was to be printed and the Public Hearings scheduled.

III. Staffing

In June of 1977 the Rapid Transit Department had two full time staff members devoting full time to public participation efforts. In August, 1977, the City Planning Department (2-3 staff) began their effort to assist with Citizen Participation. Since the Planning Department had worked for years with citizen advisory committees in the Regional Core, their experience was very helpful in organizing this effort. Moreover, one staff person from the SCRTD News Bureau assisted in this effort as well.

SCRTD staff took the lead in contacting and briefing governmental and selected business groups. The City Planning Department organized and scheduled the four rounds of community meetings.

IV. Mailing List and Newsletters

Beginning in the summer of 1977 a master mailing list was compiled. This list was continuously expanded. In Appendix IV, Organizations/Community Participation there is a copy of the mailing list as of January, 1979. It had nine sections and a total of 401 names on the list. Since January of 1979, it has been expanded and has currently 703 names on it. See Attachment E. It will of course be updated and expanded as this project continues.

Five newsletters were prepared and mailed to each person and organization on the list. See Attachment F.

V. Media Coverage

From the outset of the public participation program in June, 1977 through the present time the news media, print, radio and television were kept informed on our study. Public meetings were announced through the media. Copies of press releases and/or news articles are included in Attachment G.

In addition to press releases, the major newspapers, radio and television news editors were contacted and provided background briefings.

Articles in newspapers about our project appeared with regularity. Interviews were scheduled with radio and television shows as well. Copies of these articles and interviews are also included in Attachment G.

There was particularly comprehensive news coverage of our project at two points during the project study. They were: October, 1978, after the bulk of the staff work was completed, the SCRTD Board made a "preliminary recommendation" as to a preferred route and station alternative and in July, 1979, at the Environmental Impact Report Public Hearings.

VI. Summary of Official Public Hearings

On July 9, 10, and 11, 1979, the SCRTD Board of Directors conducted six sessions of public hearings to receive comments on the SCRTD/UMTA Draft Alternatives Analysis and Environment Impact Statement/Report on Transit System Improvements in the Los Angeles Regional Core. A complete analysis of these Public Hearings has been prepared and will be included as part of the Final AA/EIS/EIR when it is approved for printing by UMTA. This analysis will contain a list identifying each group or person and what alternative, if any, they support. Response to substantive comments, both written and oral, have been prepared and will also be included. Lastly, copies of all letters and written statements will appear.

The Federal and State environmental regulations require that, at most, only one public hearing be held. To encourage maximum public input and comment, six hearings were scheduled; two in North Hollywood (San Fernando Valley), two in Mid-Wilshire and one in Central Hollywood at Hollywood High School and one in the West Hollywood area at Fairfax High School.

The goal of these six hearings was to provide the greatest opportunity for the greatest number of people, organizations and agencies to express their opinions directly to the District's Board of Directors. Preparatory steps for the public hearings included:

1. Selection of four different hearing locations distributed over the study area. Each location had good parking facilities; was on one or more bus lines; and, was within walking distance for many interested and potentially affected citizens.
2. Notices of the meetings were given in local and regional newspapers, on three radio stations, several television stations and "Take Ones" (in Attachment H), available on all bus lines that traversed the Regional Core Study area.
3. The scheduled times for the hearings were evenly divided between afternoon and evening to provide the maximum opportunity to attend.
4. At the beginning of the public circulation period on June 8, 1979, four weeks prior to the public hearings, a notice was mailed to 700 citizens, organizations, associations and elected officials. This direct mailing included a copy of the Executive Summary Report on the Alternatives Analysis, along with a letter from the President of the SCRTD Board of Directors, a notice from UMTA and a Notice of Public Hearings. Attachment H includes copies of the above documents. Attachment I includes a copy of the official notices published in eight newspapers. Attachment J lists all Federal, State and Local Agencies notified.
5. To facilitate citizen participation, the SCRTD accepted requests for scheduled time-slot appearances at the hearings. These basically included elected officials and some business executives. Nevertheless, the majority of speakers were given approximate times to speak as they signed in at the hearings.

6. Before, during and after the three days of public hearings, SCRTRD Directors and staff reminded everyone contacted, that they also had an additional 30 day period until August 12, 1979, to submit any written comments on the Draft Report.

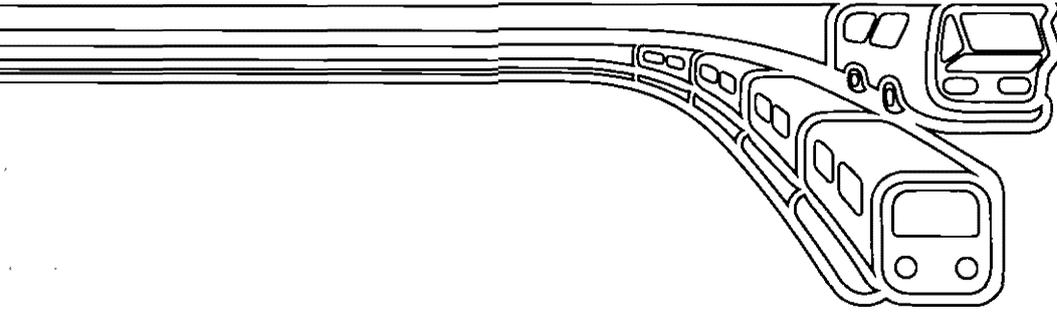
The hearings ran a cumulative total of thirteen hours. Each session was opened using the same format of giving the purpose of the hearings; a summary of the work done and a report on the publication of the Notice of Intent to hold the hearings. All sessions ran continuously, averaging about one speaker every 5 minutes. In all, 145 persons gave verbal testimony. Attachment K lists all speakers for each session of the hearings. Several of these 145 persons submitted written comments as well. Copies of transcripts of these hearings have been prepared and are available under separate cover.

The total attendance of 404 people at the hearings reflected both community interest in rapid transit development in Los Angeles and the good communication that has taken place between the SCRTRD and the community relative to such development. The cross-section of the Los Angeles Community represented at the hearings was very comprehensive. Political leaders, labor leaders, business leaders, environmental groups, community leaders, educational leaders and citizens in general all appeared at the hearings.

Certain conclusions can be drawn relative to what type of transit system improvement the people want in the Regional Core.

1. The people of Los Angeles want to commence the development of a rail rapid transit system that will (a) provide Los Angeles with a comprehensive multi-modal system of transportation; (b) provide a viable alternative means of transportation to the exclusive use of the automobile.
2. The people recognize that rail development must begin somewhere and therefore are supportive of rail rapid transit development in the Regional Core, even though, in many cases, a rail line there may not serve them. Furthermore, they want this development to begin as soon as possible and not years from now.

Regional Core Rapid Transit Element/Citizen Participation Program



A joint-agency project:
City of Los Angeles Planning Department
Southern California Rapid Transit District

Let us tell you why we're meeting.

We are determined to find a solution to the transportation problems we face in Los Angeles and its surrounding communities, with particular emphasis upon that area which we define as the Regional Core.

You know what these problems are. Too many cars. Too much wasted energy. Too much air pollution. Too much wasted money. Little direct freeway service by bus.

And these problems get worse with every passing day. If nothing is done today, by 1990 we will face a far more critical situation. Individuals will not be able to get from one place to another with reasonable speed or ease. And the region's economy will suffer badly.

We have a great opportunity.

It's in the form of money. Federal money. Big money. The Federal Department of Transportation has money available—up to 80 cents of every dollar—

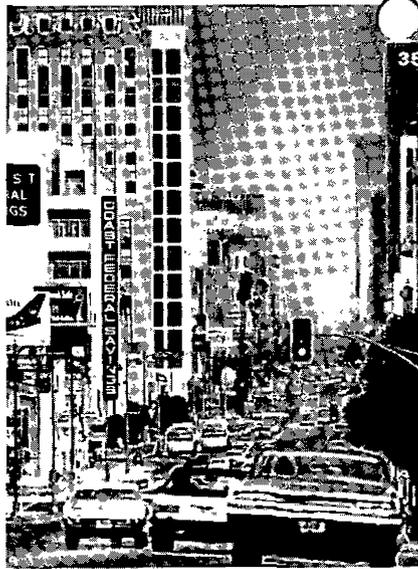
for the development of an urban transportation system.

Other cities are planning—even building—mass transportation systems with the help of these Federal funds.

We could lose these Federal funds.

We have not put forward a proposal for the use of these funds. Without a proposal, we cannot secure the funds.

And these funds are limited. Competition for them is fierce. Other cities are actively seeking the money which could be ours. We must submit our proposal to Washington as soon as possible.



If we do not act and act soon, we may lose the opportunity of having Federal funds help us pay for our transportation system. And our tax dollars will go to other cities.

This would be a terrible loss.

We need your help.

We know that whatever plan is finally adopted, it will have a significant effect upon your lifestyle and the development of your neighborhood.

Several initial proposals have been developed from former community participation programs. These will be evaluated, along with other alternatives that will emerge from a series of meetings with citizen groups.

We want your active participation in the development and analysis of all these proposals.

How the choice will be made.

Many factors will be taken into account in making the final decision from all the proposals being considered. These include the effect on the community, impact upon the economy, cost effectiveness, and how well the public's transportation needs are served.

From September 1977 through February 1978: Citizen Group Meetings will define choices and secure reactions. These will be workshops, not full public hearings.

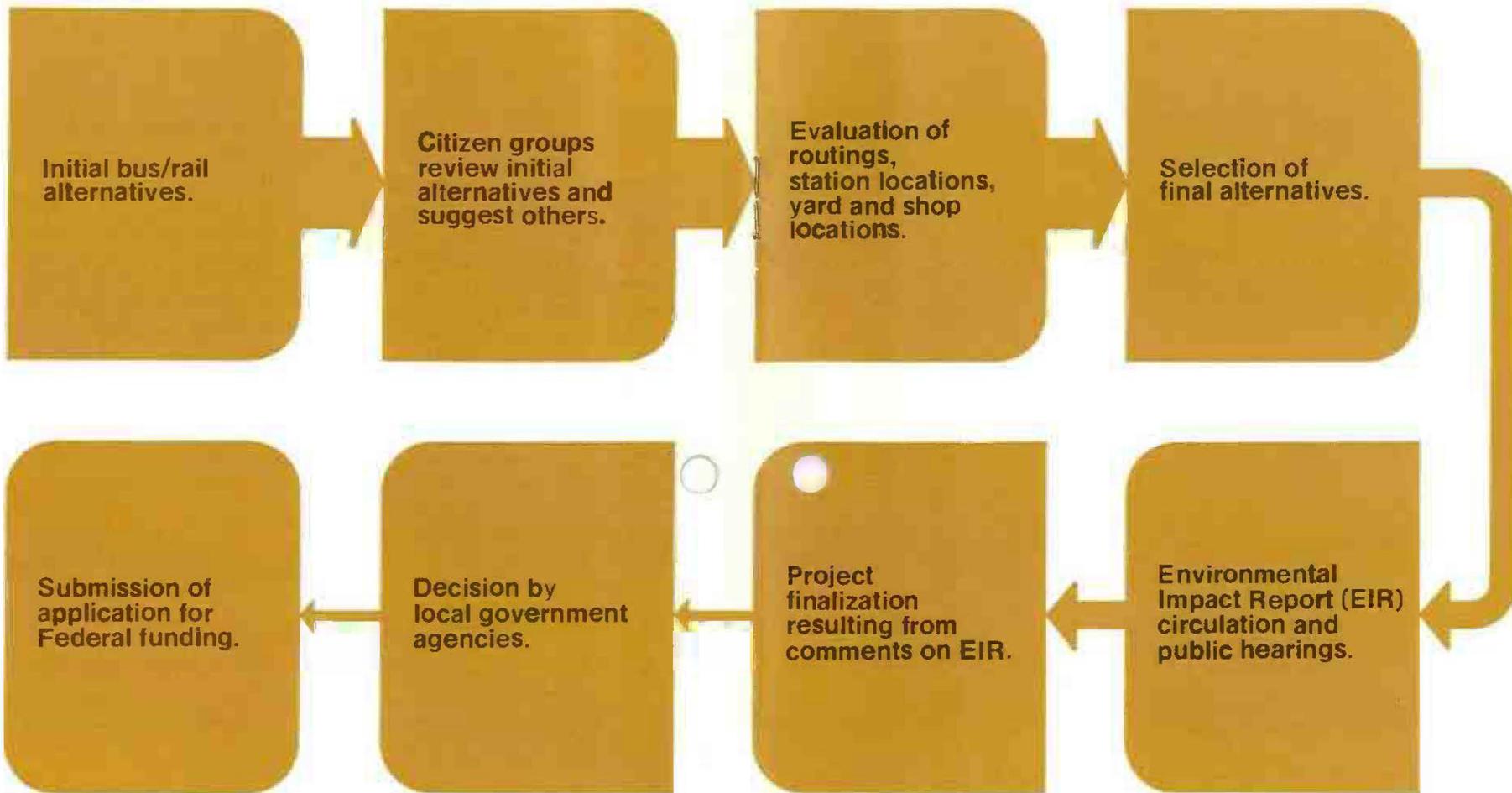
March 1, 1978: The draft of The Environmental Impact Report will be published and circulated.

March through May 1978: Environmental Impact Report will be discussed with full public hearings.

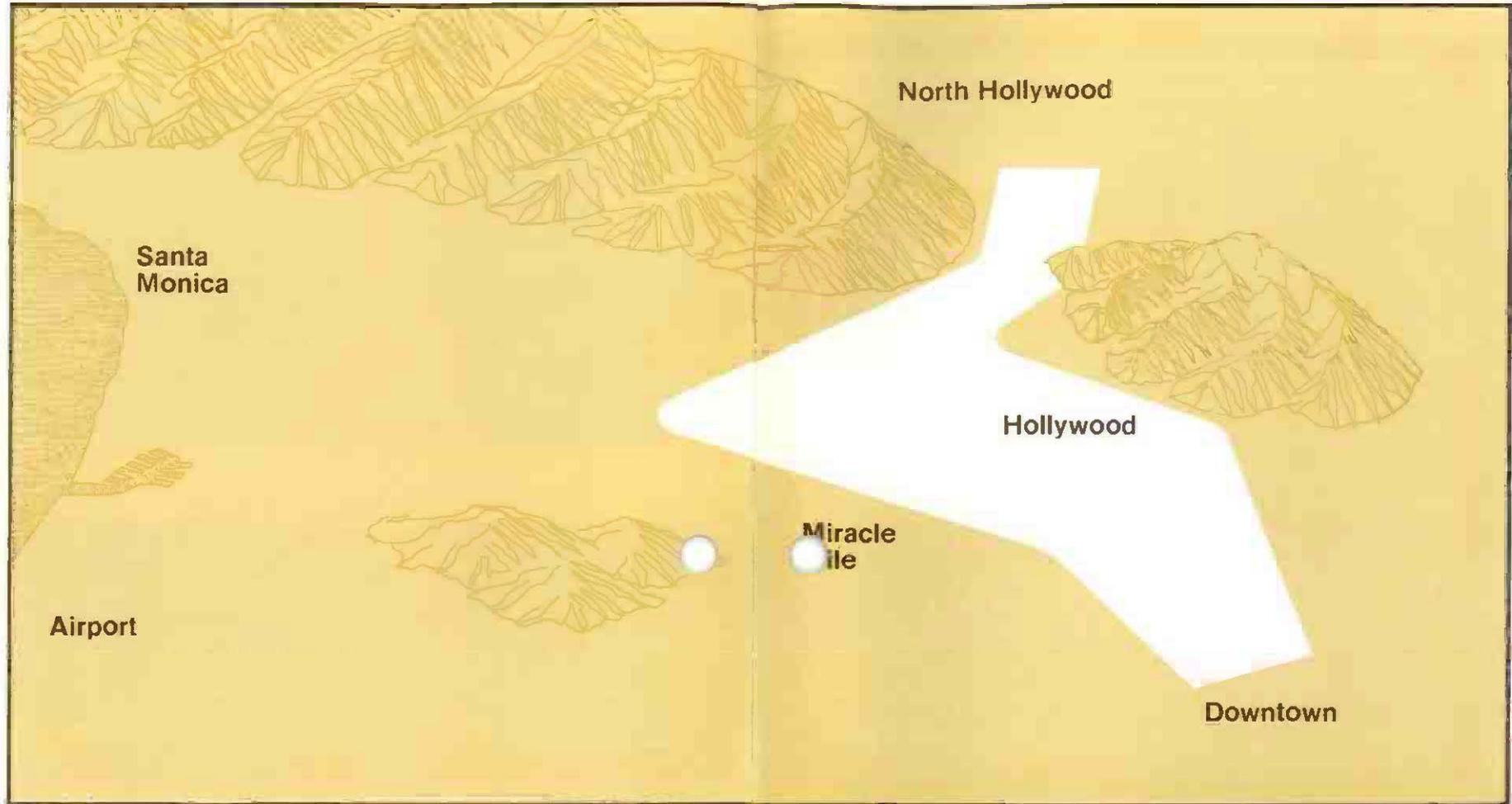
June through July 1978: Drafting of recommended project for submission to Department of Transportation, Urban Mass Transportation, Administration.

Target Date for Recommendation: July 1978.

**How you are involved:
Citizen Review and Evaluation.**



Regional Core Study Area.



Initial Bus/Rail Alternatives.

The suggestions we have had from community and from transportation experts thus far range from slight modifications of the present bus system to preferential treatment for buses on major streets to a rail subway system.

The community will review technical information on each of these alternatives and determine which one best fits its transportation needs and area goals.

Now you've got some questions.

We'd like to help you find the answers.

For more information on how you can get involved and also attend Citizen Group Meetings, call the City Planning Department at 485-3864.

Regional Core Rapid Transit Element/Citizen Participation Program
A joint-agency project.

City of Los Angeles Planning Department
Southern California Rapid Transit District

Room 508, City Hall, Los Angeles, California 90012
Telephone (213) 485-3864

WHEN WILL CONSTRUCTION BEGIN?

Each part of the program will proceed at a different pace, subject to support by the local communities involved and the results of the required environmental studies. Provided the necessary local and state matching funding is available, construction on some portions, including the People Mover, could begin during 1978.

WHEN WOULD WE BE ABLE TO RIDE THE REGIONAL FREEWAY TRANSIT? THE PEOPLE MOVER? THE RAPID TRANSIT?

While freeway transit service already exists on the El Monte Busway, significant expansion to other freeways could occur in the mid-1980's. The People Mover could be operating as soon as 1981. The first rapid transit segment could be ready by the mid-1980's. These dates are all contingent on local community support and federal funding availability.

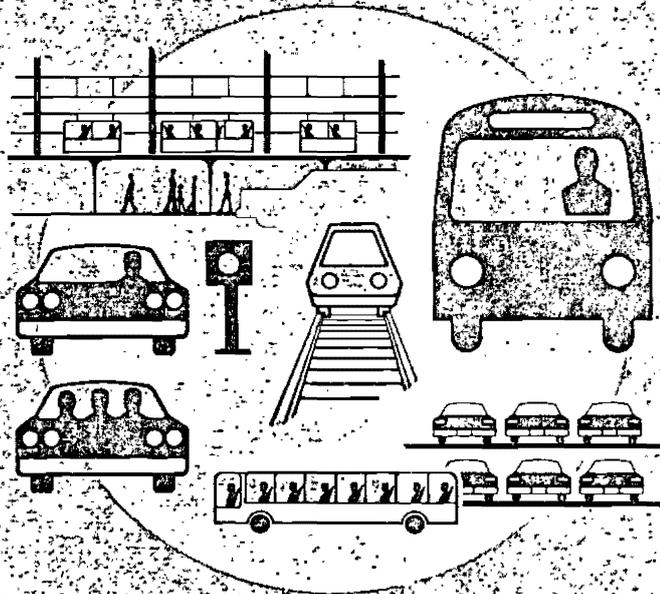
WHAT WILL THE PROGRAM COST?

If the decision is made to pursue all four elements of the program in their entirety, over the next 10-15 years total costs would be in the range of \$1.5 to \$2 billion. Since the federal government can provide up to 80 per cent of the funding of such capital projects, Washington will be asked to contribute a large portion. The agencies involved with the project are optimistic about federal backing as the project advances, since large federal transit commitments have been made previously to smaller metropolitan areas — Atlanta (\$680 million), Detroit (\$600 million), Miami (\$575 million), and Baltimore (\$500 million).

At the local level, the state, counties, and cities have existing funds that can be made available to help finance the various parts of the project. The State of California, which has the largest single share, made known its intentions to back the program financially even before the federal government announced its grant in December.

This informational brochure was produced by the Inter-Agency Technical Committee, comprised of representatives of the agencies involved in the four-part program.

The Los Angeles Area Regional Transit Development Program



A Plan For Multi-Modal Transportation Progress

As 1976 drew to a close, the Department of Transportation in Washington made an important announcement to Los Angeles: the granting of \$11 million to perform engineering and environmental impact work on a four-part regional multi-modal transit improvement program, and the commitment in principle to provide possibly as much as another \$125 million to implement an initial element of the program.

The basic goal of the program is to make maximum use of present resources, in terms of the existing surface street and freeway system and the area's prime modes of transportation, the auto and the bus. The federal grant also calls for evaluation of other modes of transit to possibly improve upon the present system.

WHAT ARE THE FOUR PARTS OF THE PROGRAM?

One is a *Regional Transportation System Management Program*, or "TSM" for short. Federal assistance will help continue and expand this ongoing program, which calls for further refinements of the existing bus system, including improved routing, scheduling, and maintenance. More local buses, freeway flyers, and fringe parking lots would also be added over the next four years to provide region-wide service improvements. Carpooling will be encouraged.

Another of the four parts is a *Regional Freeway Transit* proposal. Ramp metering, the adding of exclusive bus/carpool lanes where necessary to achieve free-flow service on freeways, and construction of bus stations adjacent to the freeway are envisioned in this element. If the program is fully instituted, buses and carpools would operate on more than 320 miles of free-flow freeway and on an additional 47-70 miles of exclusive lanes.

The *Los Angeles People Mover*, an automated guideway transit system, is another element. This portion of the program addresses the needs of downtown Los Angeles as the region's major activity and transportation center. Bus improvements throughout downtown interfacing with the People Mover and regional bus lines are also being planned in conjunction with the People Mover project.

Fixed Guideway Rapid Transit represents another portion of the four-part transit improvement plan. To be evaluated is a proposed segment of grade-separated fixed-rail rapid transit in the most densely populated area in the region, from downtown Los Angeles along the Wilshire Corridor and through Hollywood into the San Fernando Valley.

WHO WILL BE INVOLVED WITH THE PROGRAM?

Just as it was in the planning effort that led to receipt of the federal grant, so it will be in this next step: the approach will be a joint effort of various public agencies with responsibilities in the field of public transportation.

The *Southern California Rapid Transit District*, by state law the designated regional carrier, will be primarily responsible for the *Regional Transportation System Management Program* and for the evaluation of the *Fixed Guideway Rapid Transit* element.

The *California Department of Transportation* (Caltrans) will be chiefly responsible for the *Regional Freeway Transit* proposal since the ramp metering and construction portions of the program must be completed before most of the bus service improvements can be utilized.

The *City Council of Los Angeles* has the lead responsibility in developing the proposed 2.67-mile people mover project which would connect key activity centers within the Central City to bus and auto "intercept" facilities at the Convention Center and at Union Station.

In addition, five other organizations with transit responsibilities are members of administrative and technical committees coordinating the work of each of the agencies: the federal Urban Mass Transportation Administration (UMTA) and Federal Highway Administration (FHWA), the Southern California Association of Governments (SCAG), the County of Los Angeles, and the Los Angeles County Transportation Commission.

DESCRIPTION OF PROPOSED BUS AND BUS/RAIL ALTERNATIVES FOR
THE WILSHIRE/NORTH HOLLYWOOD REGIONAL CORE CORRIDOR

As a part of the 4-Element Regional Transit Development Program, the District's Rapid Transit Department will conduct

- (a) A Technical Analysis and
- (b) An Environmental Impact Analysis

of Bus and Bus/Rail Alternatives to solve the transportation problems of the Wilshire-Hollywood-North Hollywood Regional Core Corridor.

Data will be developed on these alternatives involving various levels of service and capital investment. Particular attention will be given to the level of service and patronage for transit users, capital and operating costs, environmental and urban impacts, traffic impacts and community concerns. The L. A. City Planning, Traffic and Engineering Departments and several private consultants will be assisting us in conducting specific tasks on these analyses. An extensive community participation program will also be carried out simultaneously, to obtain community inputs during all phases of the Program Analysis.

Alternatives suggested for detailed evaluation are as follows:

Bus/Rail Alternatives

1. A CBD Wilshire-La Brea-Hollywood-North Hollywood 15.5 mile Rail Rapid Transit Line Serving the Regional Core Corridor (see map #1)

This line starts from Union Station (where it connects with the El Monte Busway and the Downtown People Mover), passes through the CBD and proceeds west on Wilshire. At La Brea the line turns north, going through Hollywood and the Santa Monica mountains, to terminate near Vineland and Chandler in North Hollywood.

Analysis will consider this line in:

- (a) Subway all the way
- (b) Subway up to Hollywood and aerial through the Cahuenga Pass to its North Hollywood Terminal
- (c) Aerial along or off Wilshire and through the Cahuenga Pass and subway only in the CBD

The line will consist of approximately 17 stations along its 15.5 miles length, providing a station spacing of a little less than a mile. Operating at a service level of 75' - six car trains at (4-6) minute peak headways, the rail line would provide a capacity of 10-15,000 passengers per peak hour by direction through the maximum load point.

Patronage projections will be developed using the LARTS/UTPS Models, considering the line with and without a Freeway Transit Bus Facility on the Hollywood Freeway.

2. A CBD-Wilshire-Fairfax-North Hollywood - 15.5 mile Rail Rapid Transit Line serving the Regional Core Corridor (see map #2)

This line differs from the previous line only in that the northern leg of this line goes along Fairfax to North Hollywood instead of on La Brea. It is similar to the previous alternative in all other respects and analysis will consider all factors considered previously.

3. A CBD Vermont-Hollywood-North Hollywood 15.0 mile Rail Rapid Transit Line Serving The Hollywood - North Hollywood Corridor (see map #3)

This line starts from Union Station (where it connects with the El Monte Busway and the Downtown People Mover), passes through the CBD and proceeds west on Wilshire up to Vermont, where the line turns north and goes up to Hollywood Blvd. The line proceeds west on Hollywood Blvd. up to around La Brea/Fairfax and then passes through the Santa Monica mountains to terminate in North Hollywood around Vineland and Chandler.

Analysis will consider this line in:

- (a) Subway all the way
- (b) Subway along Vermont, Hollywood Blvd. up to La Brea/Fairfax and aerial through the Cahuenga Pass to its North Hollywood Terminal.
- (c) Aerial on or off Vermont and Hollywood Blvd. and through the Cahuenga Pass. Subway only in the CBD.

The line will consist of about 15 stations along its 15 mile length, providing an average station spacing of a mile operating at a service level of 4-6 minute peak headways with 75'-six cars trains, the rail line would provide a capacity of 10-15,000 passengers per peak hour by direction through the maximum load point.

Patronage projections will be developed using the LARTS/UTPS Models. In this case, the rail line would be considered without a Freeway Transit Facility on the Hollywood Freeway. Since this alignment follows the same corridor as the Hollywood Freeway, considering both would be a duplication of facilities.

4. A CBD-Wilshire-La Brea (or Fairfax) - Hollywood 12 Mile Partial Rail Line To Serve Only the Wilshire And Hollywood Corridor (see map #4)

This line starts from Union Station (as do all the other alternatives, where it connects with the El Monte Busway and the downtown People Mover), passes through the CBD and proceeds west along Wilshire up to either La Brea or Fairfax where it turns north to terminate near Sunset/Hollywood at a Transportation Center. This Center would be a major facility providing connections to the Hollywood Freeway and providing park & ride and Bus Terminal facilities.

This line will be considered in:

- (a) Subway all the way
- (b) Aerial along or off Wilshire and La Brea/Fairfax with subway only in the CBD

This partial line of 12 miles will consist of about 13 stations providing an average station spacing of a little less than a mile. Operating at a service level of 4-6 Minute peak headways with 75'-four car trains, the rail line would provide a capacity of 7-10,000 passengers per peak hour by direction through the maximum load point.

Patronage projections using the LARTS/UTPS Models will consider this line along with a Freeway Transit Bus Facility on the Hollywood Freeway.

5. A CBD-Wilshire To Fairfax 8 mile Partial Rail Line to serve only the Wilshire Corridor (see map #5)

This line starts from Union Station (with connections to the Downtown People Mover and the El Monte Bus way), passes through the CBD and proceeds west along Wilshire, to terminate at Fairfax. Medium level Bus Service on Vermont, Western and La Brea connect this rail line to the Freeway Transit Bus Facility on the Hollywood Freeway.

This line would be considered in:

- (a) Subway all the way
- (b) Aerial along or off Wilshire with Subway only in the CBD

The 7.5 mile line will consist of about 10 stations providing an average station spacing of 3/4ths of a mile. Operating at a service level of 4-6 minute peak headways with 75' four car trains, the rail line would provide a capacity of 7-10,000 passengers per peak hour by direction through the maximum load point.

Patronage projections will consider the Freeway Transit Bus facility on the Hollywood Freeway with medium level bus connections on La Brea, Western and Vermont.

All-Bus Alternatives

6. Super-High Level Bus to serve the CBD-Wilshire-Hollywood Corridor (see map #6)

In an effort to compare "likes", insofar as possible, this alternative is intended to approximate, as closely as possible, the alignment of the 15 mile rail line, and the level of service equal to rail rapid transit (with 30+ mph average speeds). It must also provide direct service to all station locations considered under the rail alternative.

These requirements mandate a grade separate express bus facility:

- (a) On aerial structure along or off Wilshire and La Brea, with a connection to the Freeway Transit Bus Facility on the Hollywood Freeway.
- (b) In subway all the way following the same alignment as the CBD-Wilshire-La Brea-North Hollywood rail line.

This alternative will consider ON-LINE stations approximately every mile, similar to the rail line. Articulated High Capacity Buses (seating capacity 72) will provide the maximum service to achieve, as closely as possible, the rail line capacity of 10-15,000 passengers, by direction, through the maximum load point.

This alternative will be designed to meet as closely as possible the patronage level attracted by the rail line as indicated by the LARTS/UTPS projections for the rail alternative.

7. High-Level Bus on Wilshire to serve the CBD-Wilshire Corridor
(see maps #7, #7A, and #7B)

This alternative is intended to represent the maximum level of bus service which can be provided at-grade on Wilshire. It will involve a combination of:

- Two exclusive median bus lanes in Wilshire (one each way) for express buses, with staggered mid-street loading platforms at proposed rail station locations;
- Frequent local service along Wilshire in the curb lanes with no stopping in curb lanes;
- Closure of minor cross streets.

This high level bus alternative would commit Wilshire Boulevard to transit street status, reducing drastically its capacity for other traffic, and reducing north-south circulation across Wilshire as well. An intensive service of both local and express buses would be operated on Wilshire Blvd. The local buses would run in the curb lanes with some local traffic (mostly right turns) and no on-street parking or loading. The express buses would operate in reserved exclusive median lanes and would stop at all planned rail transit stations, averaging 17 to 20 miles per hour, if possible.

A number of minor cross streets would have to be closed at Wilshire, possibly to pedestrian as well as auto traffic, in order to allow 25-35 mph cruise speeds for express buses between stops. Express buses could be operated normal flow with staggered loading islands or contra-flow with eastward extension of the raised median from Mansfield to Westmoreland. (The latter might permit more frequent pedestrian crossings, since they would not have to cross the entire width of the street at one time).

In addition to the lanes used by the express and local buses, two lanes would be provided for local traffic. Left turns from Wilshire would be prohibited, and signal timing would be radically revised, especially for the contra-flow concept.

The LARTS/UTPS Model will be used to develop patronage projections for this alternative and high capacity articulated bused will be considered to provide service.

8. Medium Level Bus to Serve the Wilshire Corridor (Eighth-Olympic Express) (see maps #8 and #8A)

This alternative is intended to approach the level of service of the High Level Bus, but with less disruption to local traffic and land-use access along Wilshire Boulevard by the additional use of parallel streets. It involves the following:

- o Reversible median lane exclusively for non-stop express buses in peak hours on Eighth and Olympic (no left turns);
- o Express buses would run non-stop in this lane between Downtown and various Wilshire activity centers, such as Miracle Mile, Beverly Hills, and Westwood, and
- o Exclusive curb bus lanes on Wilshire (no parking, but limited commercial loading off-peak) would be used for increased local bus service.

This medium-level bus alternative is intended to provide peak-hour average express bus speeds of about 20 miles per hour without reducing the capacity of Wilshire and other corridor streets for other traffic. The concept takes advantage of bus flexibility by routing the non-stop portion of Wilshire express bus runs to other streets while retaining the present Wilshire local and limited services for the present Wilshire local and limited services for the present high-turnover bus patronage.

The additional express services in the corridor would be aimed at the projected 80-100 percent increase in corridor demand, and would run in the peak direction in the peak hour. They are intended to attract Downtown and Mid-Wilshire work trips from the Hancock Park-Miracle Mile-Beverly Hills areas not now using buses because of the long travel time to Downtown (35 to 45 minutes, even on the limited service). A "package" of local and express services would be operated in the corridor as shown in the table on the next page:

TABLE SHOWING
TENTATIVE
EIGHTH - OLYMPIC - WILSHIRE
BUS ROUTE PACKAGE

TENTATIVE ROUTE NUMBER	GENERAL DESCRIPTION	TENTATIVE 1990 PEAK HEADWAY (Min.)
4	Olympic local as presently operated or as revised as a result of West Los Angeles Study for SCRTD.	Short (5 minutes or less)
83	Wilshire local, as presently operated or turning back at planned Westwood Bus Station.	Very Short (3 minutes or less)
144	San Fernando-Wilshire Express, rerouted from Rossmore to La Brea and making limited stops along Wilshire (same stops as present 83 Limited)	Medium (5 to 10 minutes)
609	Westwood Express via Eighth/Olympic and San Vicente, local stops west of San Vicente in Beverly Hills to UCLA.	Medium (5 to 10 minutes)
610	Mid-Wilshire to Crenshaw local, via Olympic and San Vicente non-stop to Beverly Hills, local stops west of San Vicente to Westwood Station.	Medium (5 to 10 minutes)
611	Beverly Hills Express via Eighth/Olympic to Crenshaw, stops at Rossmore, and local stops from La Brea to Santa Monica Blvd.	Short (5 minutes or less)
612	Century City express via Eighth/Olympic (mixed-traffic west of Fairfax) nonstop to Century City, then via Santa Monica and Beverly Glen to Wilshire with local stops to Westwood. (This line will complement but not replace the existing 602 Freeway Flyer).	Short (5 minutes or less)

This package would include a direct express service from the Mid-Wilshire District to Beverly Hills, avoiding Miracle Mile delays, and a Miracle Mile-Downtown Express, avoiding Mid-Wilshire delays. This bus would reinforce the 83 in local service between Mid-Wilshire (Crenshaw) and Downtown. Except for the 144 San Fernando-Wilshire Express, each bus would make all local stops unless it was in the express lane on 8th/Olympic. Buses in the express lane would not stop on 8th/Olympic to load or unload. All express loading and unloading would be on other streets, mainly on Wilshire Boulevard itself.

The Eighth-Olympic bus lane would require peak parking removal and left turn prohibitions on the bus lane streets. (Off-peak, the bus lane could be used for left turns or retained as a painted median.) Generally, the traffic capacity of the streets could be retained, but left turns would be forced into circuitous paths on local streets. A special "jughandle" turn lane might be needed for heavy left turn movements from Olympic (e.g. westbound Olympic to northbound La Brea). These would involve significant capital costs but much less than a grade-separated facility.

Generally, express buses would operate in the "green band" of a progressively timed traffic signal system on Eighth/Olympic. However, special bus signal phases might be needed at points where the buses leave the median to begin local operation (e.g. Olympic-Fairfax-San Vicente). These phases can likely best be semi-actuated with the green extended as needed to clear all the buses in a platoon.

All of the lines in this alternative will be coded into the LARTS/UTPS Transit Network Program to develop patronage projections.

9. Medium Level Bus on Wilshire to serve the Wilshire Corridor (Wilshire Express) (see map #9 and #9A)

An option to the previous alternative, this medium level alternative is also intended to approach the level of service of the High Level Bus. This Wilshire Express alternative involves the following:

- o Exclusive curb bus lanes on Wilshire (no stopping, limited commercial loading off-peak) with signal progression if there is major flow in one direction.
- o Express buses would pass (leap frog) locals by using the mixed-traffic lanes.

This alternative represents a speed up of existing Wilshire bus operations. Limited buses would be operated all day on the same frequency as locals (2-3 minutes in peaks) and the number of stops would be reduced to give them a better speed advantage over locals. For example, the limiteds would stop only at planned rail transit stations and omit such stops as Rampart Blvd. and Norton Ave. The limiteds would average 12-15 miles per hour instead of their present 10-12 miles per hour. (Speeds would be limited by feasible signal timing). LARTS/UTPS assignment will be used to develop patronage projections.

10. Low Level Bus Improvement to serve the Wilshire Corridor

This low level bus alternative would represent a step-up in frequency of existing corridor services, from the 5-10 minute range to 2-4 minutes in the peak. The Third, Sixth, Beverly, Olympic, and Pico bus lines would be improved as well as the Wilshire line. Each of these routes would have 5-10 minute base headways, approximately doubling present frequencies for the corridor as a whole.

Bus priorities would be limited to peak hour removal of parking and prohibiting left turns at many locations except for buses. Most of these treatments are already in effect.

The LARTS/UTPS patronage projections developed under the NULL alternative, with TSM improvements coded in, will show ridership under this option.

Hollywood-North Hollywood Connections

In the bus and bus/rail alternatives, the connections between the freeway transit bus service on the Hollywood Freeway and the various Wilshire traffic generators will be made by way of several north-south streets. It appears unlikely that bus priority treatments (apart from peak parking removal or turn controls) will be warranted on any one street for any great distance. These north-south services will be common to all applicable east-west alternatives in the Wilshire Corridor. Such TSM measures as short bus lanes on Sunset Blvd. (e.g., La Brea to Highland) and on Highland (e.g., Sunset Blvd. to the Freeway) will be carefully investigated.

Specific route recommendations for the North Hollywood connections have not yet been prepared. La Brea, Rossmore, Vine, Western, and Vermont are major candidates for express routes. Fairfax and Highland have also been considered for Hollywood-Wilshire express service, but Fairfax has too much of a land-service function and Highland is too residential at the south end.

Downtown Connections

Downtown connections for Wilshire corridor bus services and for rail alternatives are under consideration as a part of another study being carried forward by RTD's Surface Planning section. Options include:

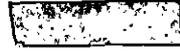
- o On-street distribution, with Wilshire buses fanning out onto a number of streets (Figueroa, Flower, Broadway) and converging on Union Station;
- o A Downtown bus mall or "double-barrelled bus street" (the latter with both curb and median island loading).
- o Fringe area bus terminals with special high-capacity buses for Downtown distribution (with or without a grade-separated people-mover).
- o Downtown buses and the People Mover interface with the Downtown Rail Stations.

2. 15.5 mi. FAIRFAX RAIL ALIGNMENT

Legend



Freeway Transit



Rail Line

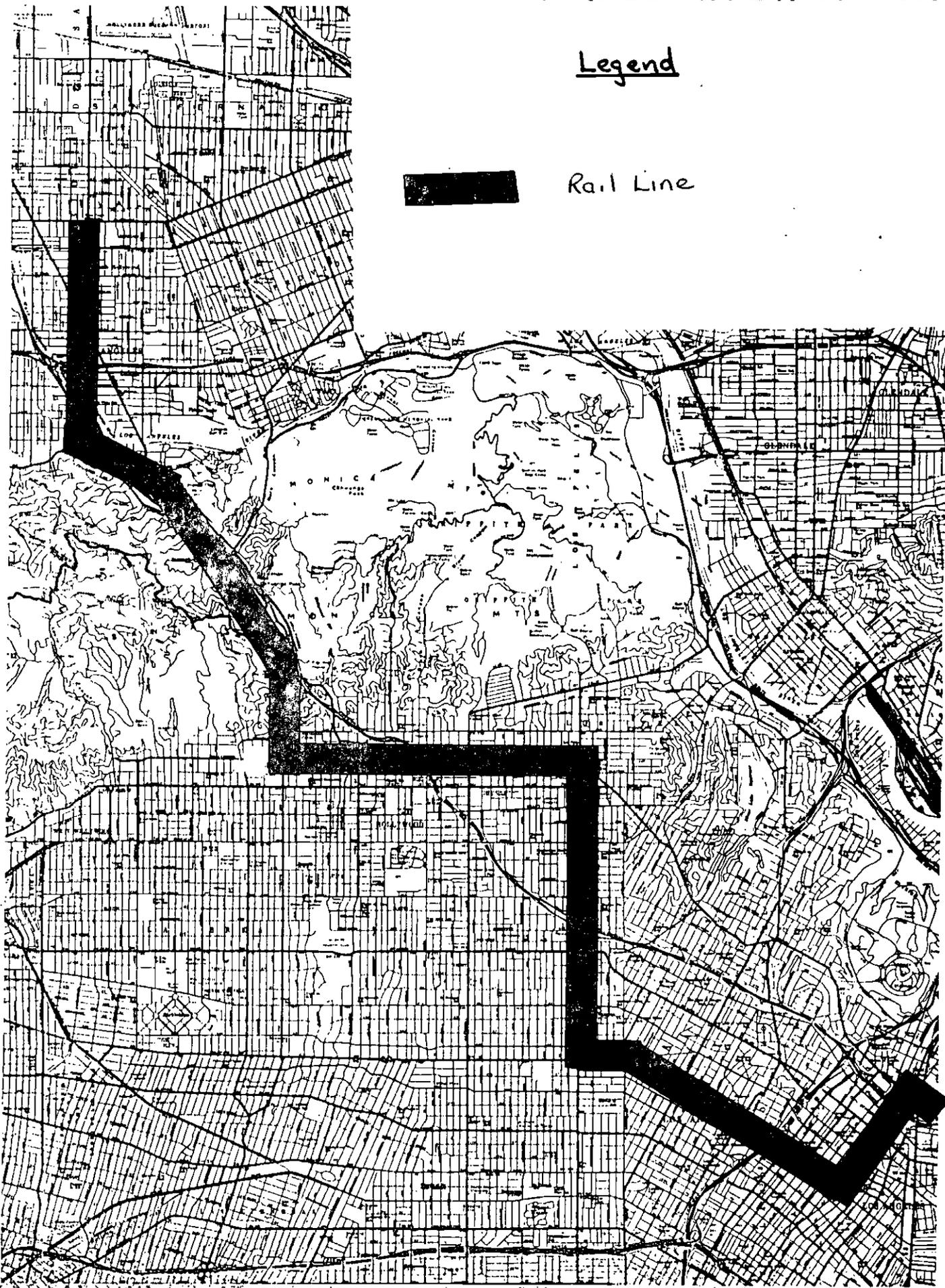


3. 15 mi. VERMONT RAIL ALIGNMENT

Legend



Rail Line



RF 9-22-77

4. 12 mi LABREA RAIL ALIGNMENT
(Truncated)

Legend

 Freeway Transit

 Upgraded Bus Connector

 Rail Line



#3. 0 mi. WILSHIRE RAIL ALIGNMENT

Legend



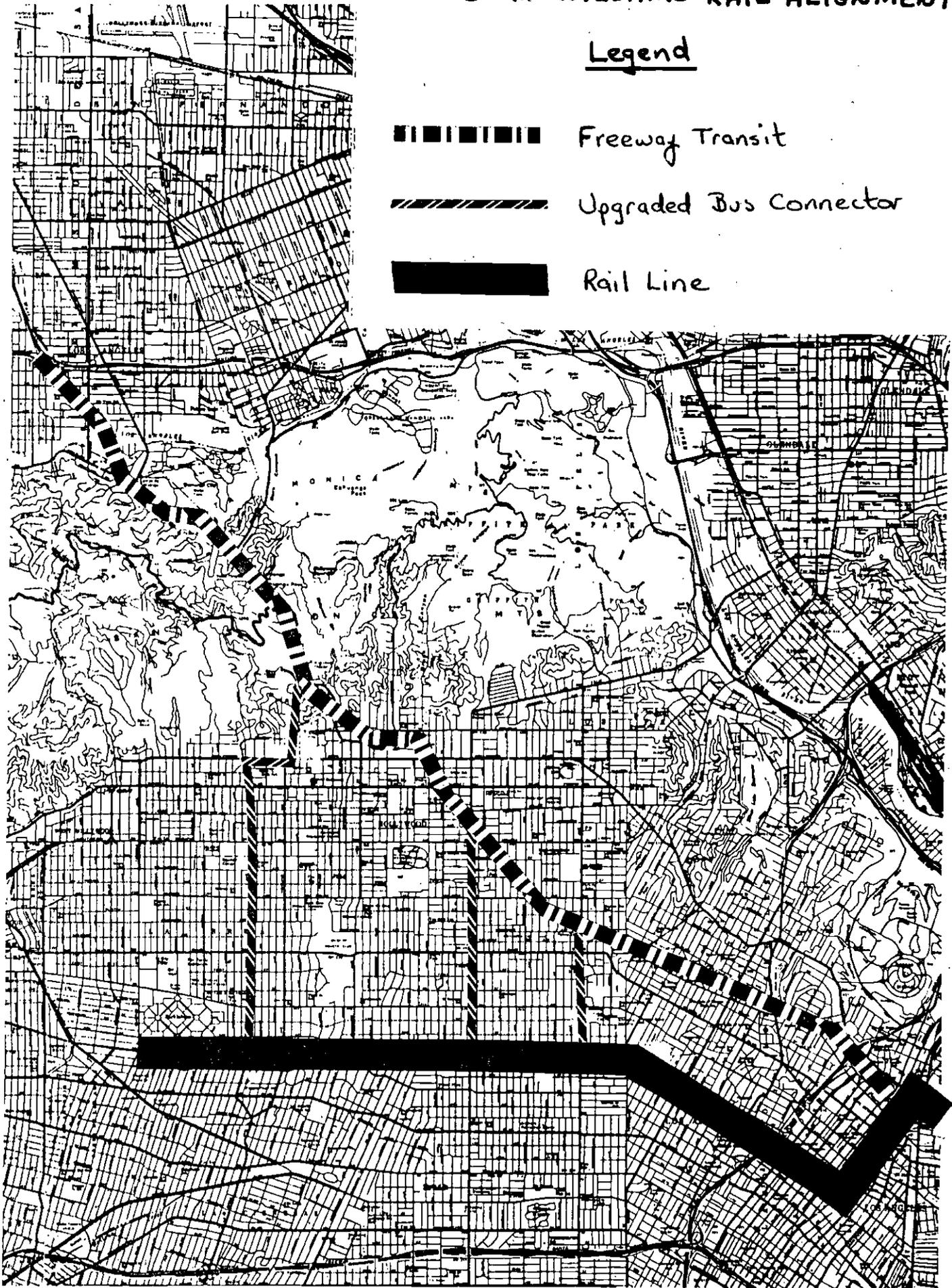
Freeway Transit



Upgraded Bus Connector



Rail Line



RF 9-22-77

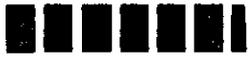
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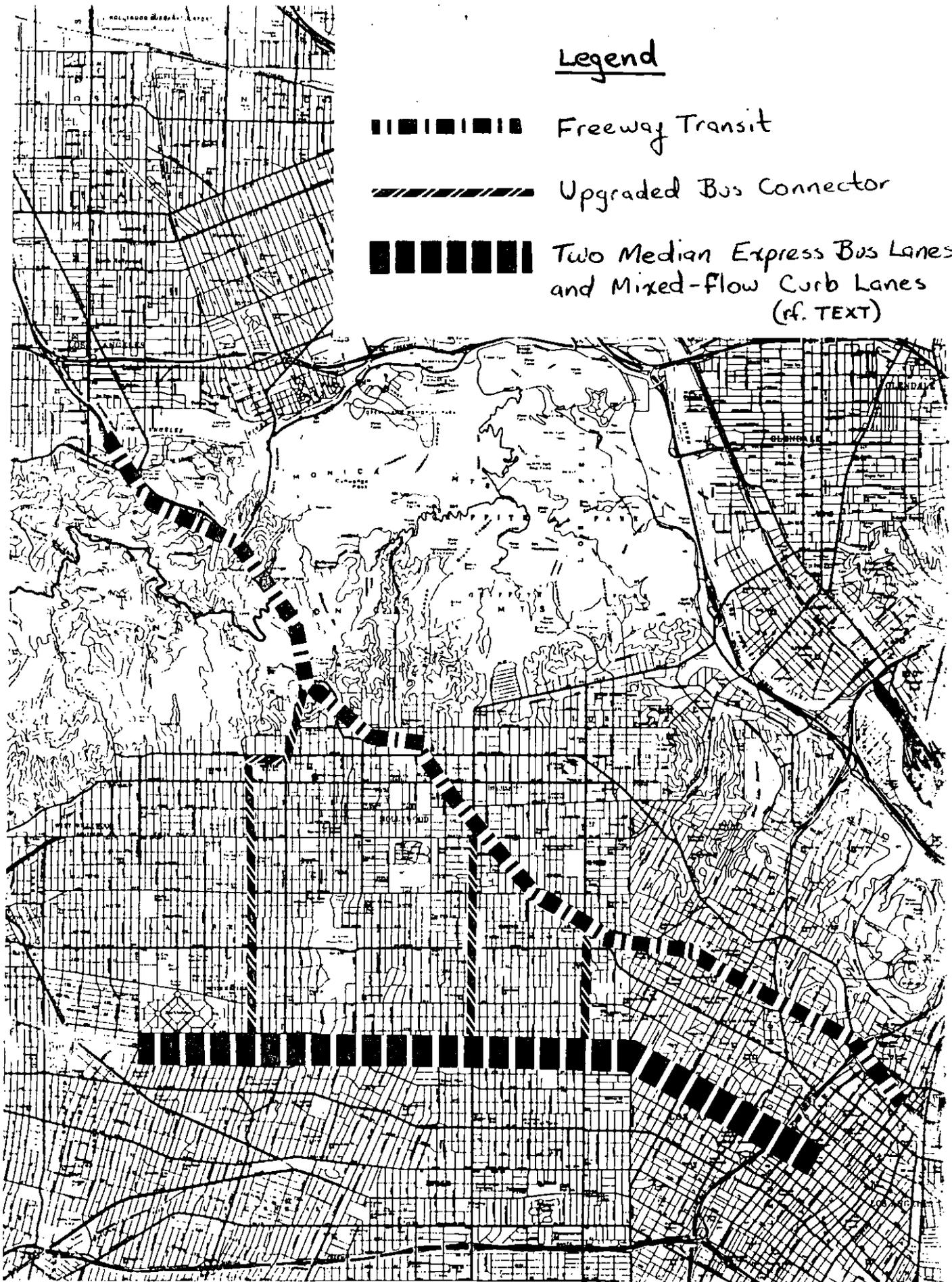
Freeway Transit



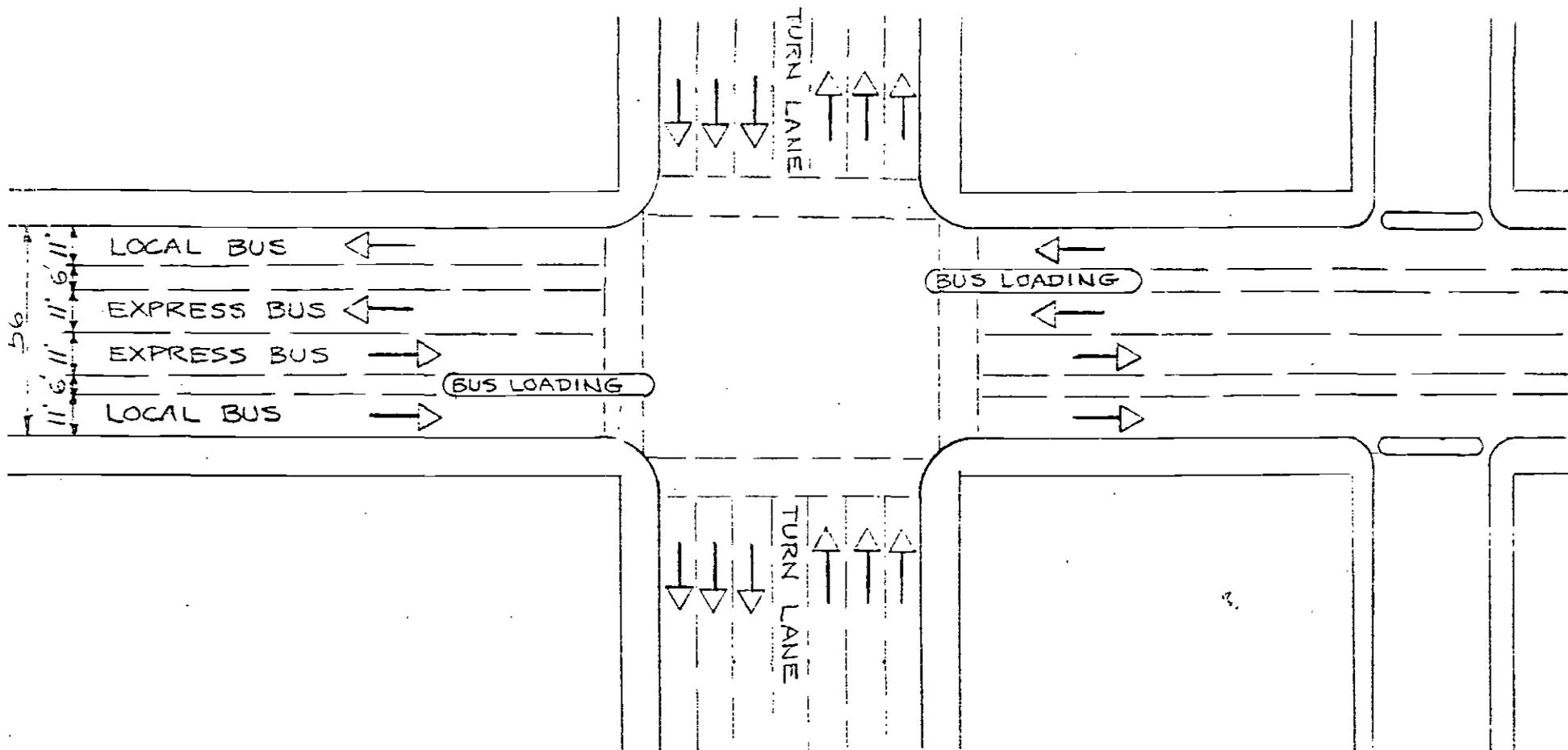
Upgraded Bus Connector



Two Median Express Bus Lanes
and Mixed-Flow Curb Lanes
(cf. TEXT)

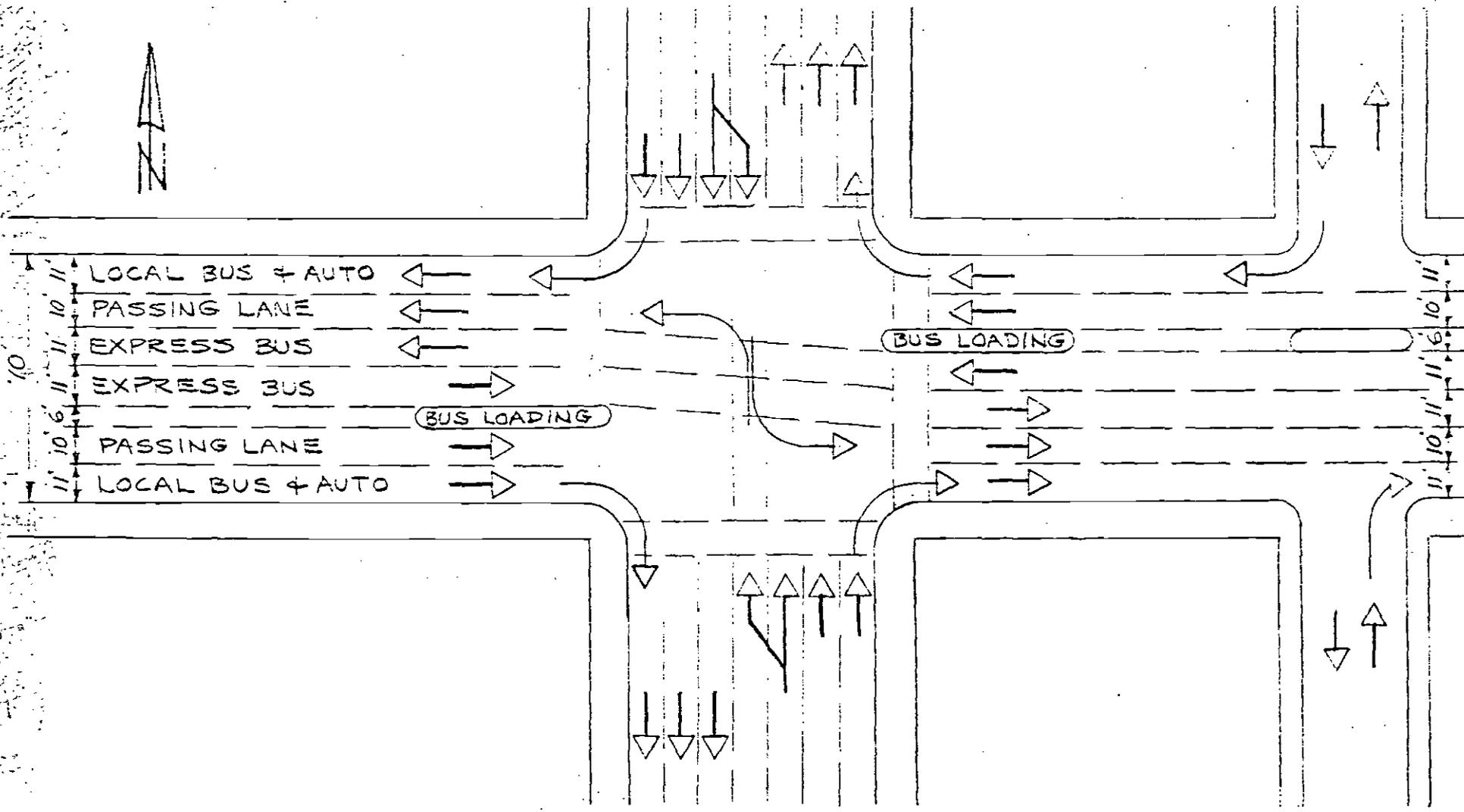


RF 9-22-77



#7A. HIGH LEVEL BUS
 WILSHIRE BLVD.
 56' WIDTH
 FIGUEROA ST. TO PARK AVE.

S.C.R.T.D.
 9-23-77



#7B. HIGH LEVEL BUS
 WILSHIRE BLVD.
 70' WIDTH
 PARK AVE TO LA BREA AVE.

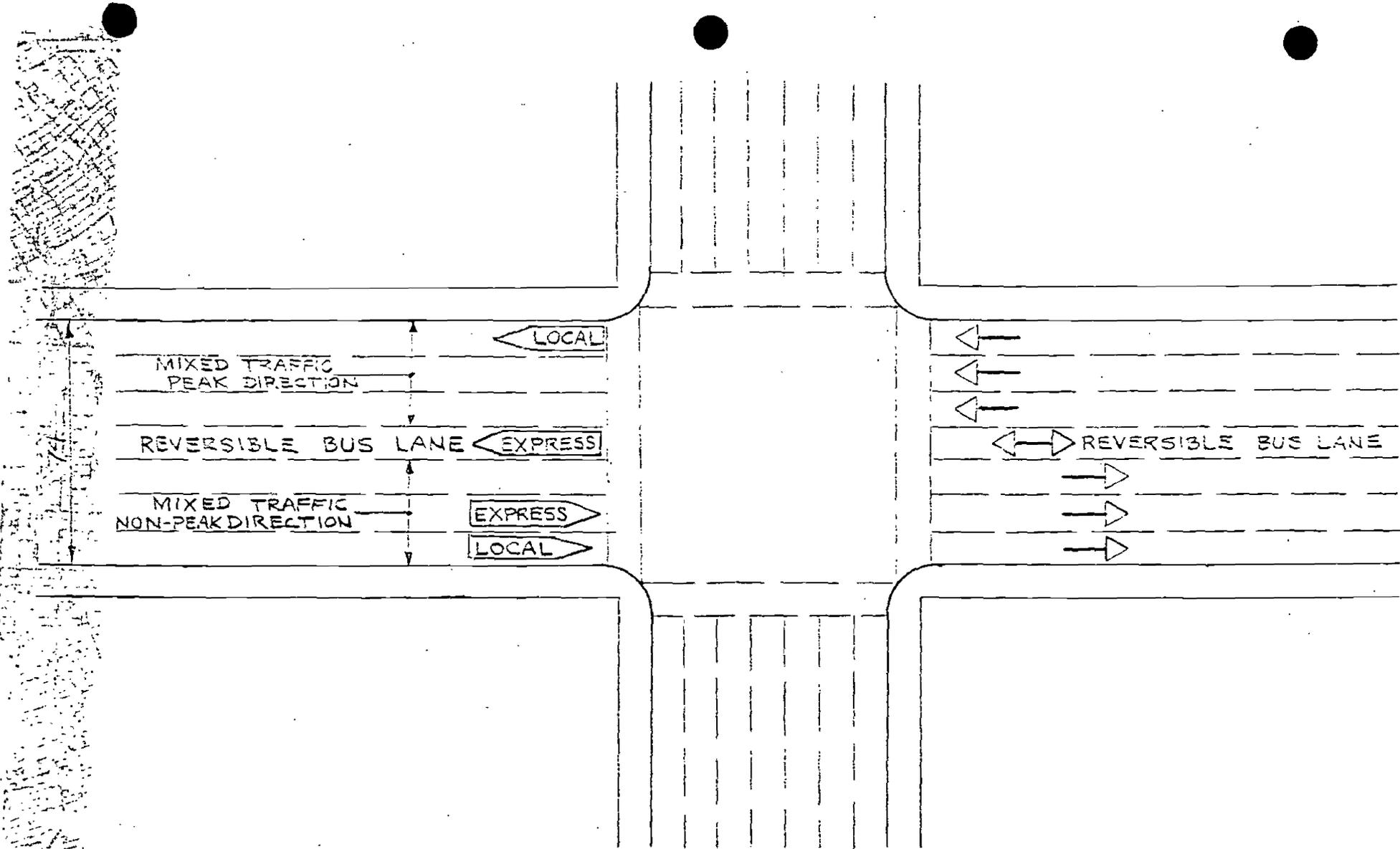
S.C.R.T.D
 9-23-77

8. MEDIUM LEVEL BUS - 8th & OLYMPIC EXPRESS

Legend

-  Freeway Transit
-  Upgraded Bus Connector
-  Exclusive Curb Lanes
-  Reversible Median Express Lane





8A. MEDIUM LEVEL BUS
 EIGHTH + OLYMPIC EXPRESS
 74' WIDTH

9. MEDIUM LEVEL BUS - WILSHIRE

Legend



Freeway Transit

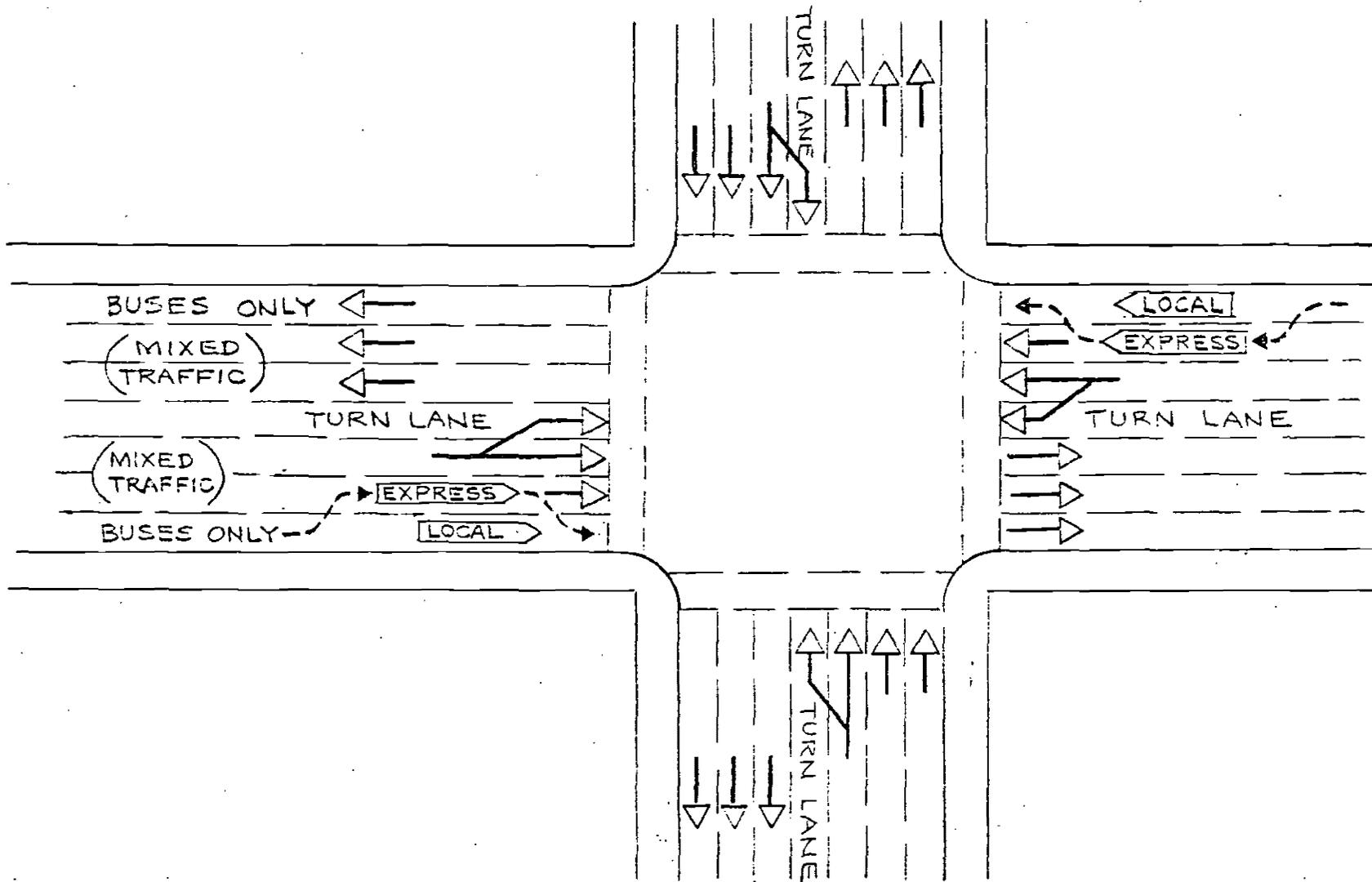


Upgraded Bus Connector



Two Exclusive Curb Lanes for Local and Express Service (Express "leap frog" in mixed traffic)





#9A MEDIUM LEVEL BUS
WILSHIRE BLVD.

PRESENTATIONS MADE ON REGIONAL CORE RAPID TRANSIT PROGRAM

<u>Date</u>	<u>Group</u>
<u>1977</u>	
<u>June</u>	1 Central Cities Association
	3 Councilman Yaroslavsky's Staff
	17 Councilman Cunninghams's Staff
	20 Councilman Wach's Staff
	21 Wilshire Chamber of Commerce
<u>July</u>	6 Councilman Lindsay's Staff
	6 Glendale Lions Club
	21 Central City Association
	25 Los Angeles City Citizens Advisory Committee
	26 Los Angeles City Council Deputies
	28 Hollywood Chamber of Commerce
<u>August</u>	2 League of Women Voters
	9 Los Angeles City Traffic Commission
	9 North Hollywood Chamber of Commerce
	16 Los Angeles Area Chamber of Commerce
	16 Supervisor Edelman's Staff
	17 Los Angeles Junior Chamber of Commerce
<u>September</u>	6 Crenshaw Chamber of Commerce
	7 Studio City Chamber of Commerce
	19 Watts Labor Community Action Committee
	27 North Hollywood Community Meeting
	27 Downtown Los Angeles Community Meeting
	28 Hollywood Community Meeting
	29 Miracle Mile Community Meeting
	30 Central City Development Corporation
<u>October</u>	4 West Hollywood Community Meeting
	5 Mid-Wilshire Community Meeting
	11 Hollywood West Community Meeting
	12 Hollywood East Community Meeting
	12 Meredith Newspapers
	17 Mayor's Valley Advisory Committee
	17 Miracle Mile Community Meeting
	18 Downtown Community Meeting
	18 North Hollywood Community Meeting
	18 Central Cities Development Corporation
	18 Lung Association
	18 Urban League
	18 Los Angeles Area Chamber of Commerce
	18 Mid-Wilshire/Wilshire Chamber of Commerce, Parking and Transportation Committee
	19 Hollywood Community Meeting
	20 Senior Citizens Association

	20	West Hollywood Citizens Advisory Committee
	20	KNBC-TV
	21	Sierra Club
	25	Senior Citizens Association
	25	North Hollywood Community Meeting
	27	Ad Hoc Committee on Transportation
	30	Central Cities Association, Transportation Committee
November	2	ITC Community Participation Sub-Committee
	3	L.A. City Ad Hoc Technical Committee
	9	RTD Transportation Division 1
	9	RTD Transportation Division 2
	9	Hollywood Chamber of Commerce, Parking and Transportation Committee
	10	RTD Transportation Division 3/10
	10	Organization of Economic Development Program, L.A. County
	14	Community Redevelopment Agency
	15	RTD Transportation Division 4/5
	15	RTD Transportation Division 7
	16	RTD Transportation Division 8
	16	RTD Transportation Division 15
	17	Ad Hoc Committee on Transportation
	30	Revitalize Hollywood Committee
	30	Rapi-Trans
December	1	Los Angeles City Parking Commission
	1	League of Women Voters
	1	Downtown People Mover/Citizens Meeting
	2	Santa Monica Evening Outlook
	2	KHJ-TV
	6	KNXT
	7	Hollywood Coordinating Committee
	7	LACTC Citizen's Advisory Committee
	7	Larchmont Chronicle
	7	Herald Examiner
	9	KABC-TV
	12	Mayor's San Fernando Valley Transportation Advisory Committee
	13	Urban League
	13	L.A. City Building & Safety Commission
	14	Valley News
	14	Greater Los Angeles Chamber of Commerce
	16	Post Newspapers
	21	Convention Center Commission
	22	City Planning Committee
	28	Valley Wide Commission on Streets & Highways

1978

January	9	Board of Public Works	
	10	Senior Citizens of Los Angeles	
	11	Hollywood Kiwanis	
	12	Public Utility and Transit Commission	
	12	First Baptist Church of Hollywood	
	19	Central City Association	
	27	American Publishing	
	31	Civic Center News	
February	1	CRA Board of Directors	
	2	L.A. City Recreation & Parks Commission	
	14	Wilshire Chamber of Commerce	
	16	West Hollywood Planning Council	
	28	Community Meetings (2 meetings - 2:00 and 7:00 p.m.) Hollywood USO Building	
March	1	Community Meeting-Park La Brea Towers	
	1	Community Meetings (2 meetings - 3:00 and 7:00 p.m.) Lafayette Park Senior Citizen Center	
	4	Community Meeting Councilman Joel Wachs Office - Studio City	
	6	Community Meeting Fairfax Senior Citizen Center	
	6	Hollywood Revitalization Committee	
	15	L.A. Junior Chamber of Commerce Urban Affairs Committee	
	16	Community Meeting Plummer Park - West Hollywood	
	21	Civic Center Optimist Club	
	22	Hollywood Lions Club	
	22	L.A. County Transportation Commission Citizens Advisory Committee	
	April	11	L.A. Urban League
		13	Economic Development Program Committee
26		Central City Association	
26		LACEA Board of Directors	
May	1	Construction Engineers of California	
	3	Ad HOC Technical Committee on Transportation	
	4	L.A. Council Transportation Committee	
	4	CRA - Public Forum on Transportation Planning	
	10	LACTC Citizen's Participation Rapid Transit Sub-Committee	
	17	LATC Citizen's Advisory Committee	
	22	RapiTrans Meeting	
23	North Hollywood Chamber of Commerce		

June	6	California State University at Long Beach-Urban Design Class
	8	L.A. City Parks & Recreation Committee
	12	San Fernando Valley Mayor's Advisory Committee
July	12	Pepperdine University
	20	L.A. City Planning Department
September	20	Interagency Coordinating Committee
	21	SCRTD Board of Directors
	21	American Society of Civil Engineers Transportation Group
	21	L.A. County Regional Planning Commission
	26	Beverly Fairfax Neighborhood Council
	27	L.A. Ad Hoc Technical Committee on Transportation
	27	Transit Subcommittee of LACTC Citizen's Advisory Committee
	28	Sierra Club
October	3	Parking & Transportation Committee of the Wilshire Chamber of Commerce
	4	TAC Committee of SCAG
	10	North Hollywood Chamber of Commerce
	11	L.A. City Council Transportation Committee
	15	Los Angeles NAACP Board of Directors
	18	American Society of Mechanical Engineers
	19	West Hollywood Citizen Advisory Committee
	24	Public Improvement Subcommittee, North Hollywood Project Area Committee
	24	American Institute of Architects
	28	Central City Association
November	2	Hollywood Chamber of Commerce Economic Development Committee Governmental Affairs Committee
	7	American Institute of Architects
	13	Hollywood Chamber of Commerce
	29	Transportation Committee of the L.A. County Federation of Labor
December	4	Loyola University, Political Science Class
	6	Wilshire Community Meeting, John Burroughs Jr. High School
	7	American Public Works Association
	11	State and Federal Legislators Briefing
	12	North Hollywood PAC/Community Meeting
	21	City Planning Commission

1979

January	5	L.A. County Grand Jury
	8	San Fernando Valley Mayor's Advisory Committee
	16	Board of Directors, Southern Section, American Planning Association
	23	League of Women Voters
	24	Valley Wide Committee on Streets and Highways
	24	LACTC Citizen's Advisory Committee
February	7	Westchester Adult Education Class
	15	Recreation and Parks Commission
	16	Southwest Area Planning Council
	21	Wilshire Optimist Club
	21	Burbank Lions Club
	21	Eagle Rock Glendale Optimist Club
	22	Van Nuys Optimist Club
March	7	Institute of Electronic & Electrical Engineers (IEE)
	12	Sierra Club
	20	Hollywood Optimist Club
	21	Loyola University Law School
April	3	Building and Safety Commission
	10	Sierra Club-West Covina
	11	Board of Public Works
	17	Sierra Club-San Fernando Valley

Attachment

SUMMARY OF RESULTS

REGIONAL CORE TRANSIT ALTERNATIVES ANALYSIS

ELEMENT IV

of the

REGIONAL TRANSPORTATION DEVELOPMENT PROGRAM

Prepared By

RAPID TRANSIT DEPARTMENT
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

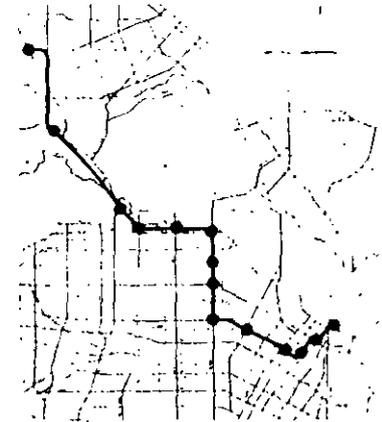
June 6, 1979

REGIONAL CORE TRANSIT ALTERNATIVES

Rail Rapid Transit/Bus

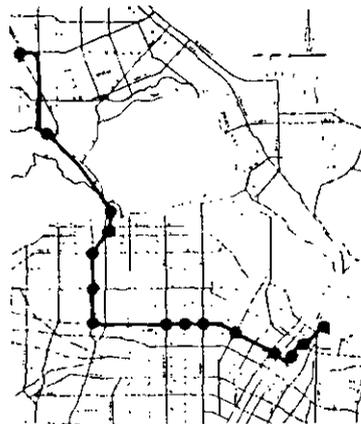
III

15 mi. CBD-Wilshire-Vermont-
Hollywood to North Hollywood
Rail Rapid Transit/Bus System



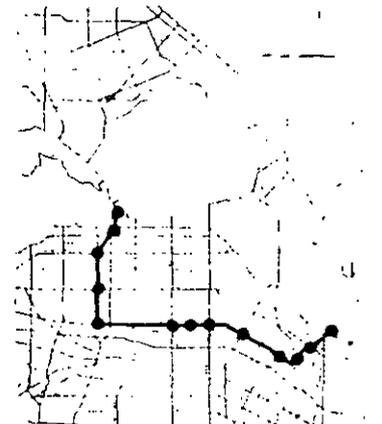
I

16 mi. CBD-Wilshire-La Brea-
Hollywood to North Hollywood
Rail Rapid Transit/Bus System



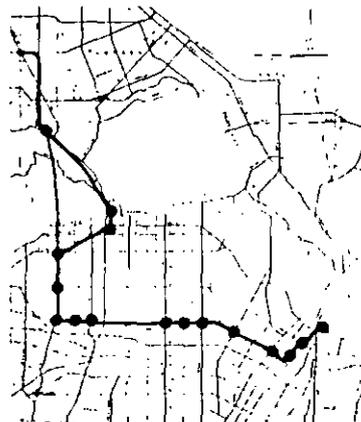
IV

11 mi. CBD-Wilshire-La
Brea (or Fairfax) to
Hollywood Bowl Rail Rapid
Transit/Bus System



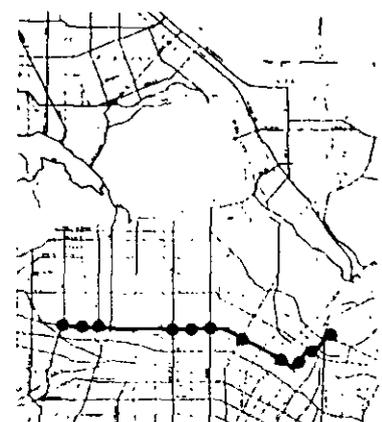
II

18 mi. CBD-Wilshire-Fairfax-
Hollywood to North Hollywood
Rail Rapid Transit/Bus System
(with 16 mi. option running
straight through the mountains)



V

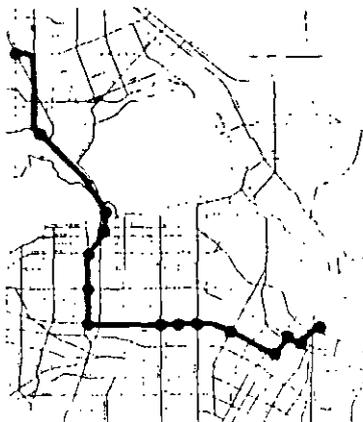
8 mi. CBD-Wilshire to
Fairfax Rail Rapid Transit/
Bus System



● All Bus

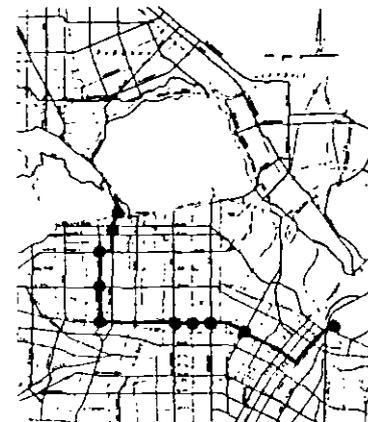
VI

16 mi. CBD-Wilshire-La Brea-Hollywood to North Hollywood Aerial Busway/Bus System (same route as Alternative I)



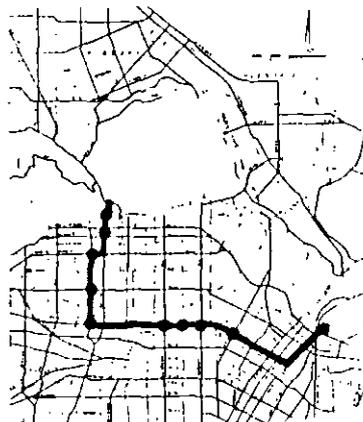
IX

11 mi. CBD-Wilshire-La Brea to Hollywood Bowl Exclusive Bus Curb Lanes/Bus System



VII

11 mi. CBD-Wilshire-La Brea to Hollywood Bowl Exclusive Median Bus Lanes/Bus System



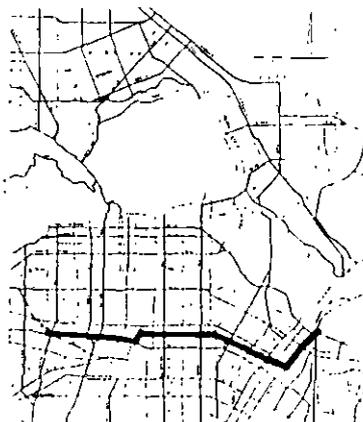
X

TSM (Transportation Systems Management)-Modest Bus Service Improvement/Bus System



VIII

8 mi. CBD-Eighth-Olympic to Fairfax Reversible Exclusive Median Bus Lane/Bus System



XI

Null - Existing Bus System

RAIL CORRIDOR
POPULATION AND EMPLOYMENT DENSITY COMPARISON
FOR SELECTED CITIES

	Name of Line	Average Population Density (per sq. mi.)	Average Employment Density (per sq. mi.)	Ridership (Daily)
Washington, D. C.	Red & Blue	12,000(R) 8,000(B)	13,800(R) 31,100(B)	230,000a
Honolulu, HA.	HART	11,000	2,800	230,000p
Atlanta, GA.	Phase A	6,100	2,700	180,000p
<u>Los Angeles, CA.</u>	<u>Starter Line**</u>	<u>11,500*</u>	<u>20,600</u>	<u>275,000p</u>
Baltimore, Md.	North-West	11,000	8,800	175,000p
Miami, Fl.	Stage I	8,900	6,250	200,000p

*Without the Santa Monica Mountain Area

a = actual

p = projected

**Alternative II

REGIONAL CORE ALTERNATIVES
RUSH HOUR TRAVEL TIME (minutes)

North Hollywood to Downtown
(Lankershim & Chandler) (7th & Flower)

RAIL and FEEDER BUS #

NO. of TRANSFERS

I	██████████ 20	0
II	██████████ 23	0
III	██████████ 19	0
IV	████████████████████ 33	1
V	██ 40*	0

ALL-BUS #

VI	██ 33	0
VII	██ 40*	0
VIII	██ 40*	0
IX	██ 40*	0
X	██ 40*	0
XI	██ 40*	0

*Via Hollywood Freeway

For a bus following the route of Alt. I
via Wilshire and La Brea the travel time
would be 52 minutes.

AUTOMOBILE

██ 35*

(Estimated travel time from Fairfax to 5th & Broadway:
Rail: 12 min.; Bus: 34 min.; Auto: 25 min.)

#Including Station Stops

PATRONAGE

(THOUSANDS OF PASSENGERS)
(on average weekday in 1990)

REGIONAL CORE TRANSIT ALTERNATIVES

	Rail Rapid Transit/Bus						All Bus				
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI (Null)
Rail Rapid Transit	260	275	230 ^(b)	220 ^(c)	180						
Express Buses			12		1	(260) ^(a)	56	19	37	13	10
TOTAL-Including Background Bus System	625	642	618	585	574	(625) ^(a)	515	507	511	505	403

(a) Assumed equal to Alternative I.

(b) This Alternative does not effectively serve much of the Wilshire District. The computer model assumes that approximately 17,000 local bus passengers will transfer to rail at Vermont. But, given the short distance from Vermont to the CBD, many of these transfers may not occur.

(c) This number may be somewhat high as the Line terminates at the Hollywood Bowl and the City Traffic Dept. estimates that the large number of passengers arriving by car and bus at this location from the Valley would require 8 additional traffic lanes and the area would be heavily congested. It is doubtful if it would be practical to provide the additional lanes here. Also, this is not a good location for a terminal yard.

TABLE C-2

NT/eg
8/9/78

ESTIMATED CAPITAL COST SUMMARY
(In Millions of 1977 Dollars)¹

ITEMS	REGIONAL CORE ALTERNATIVES											
	I	II	III	IV	V	VI*	VII	VIII	IX	X	XI	
Rapid Transit Costs												(Null)
Facilities												
Guideways	330	352	284	245	193	453						
Stations	198	219	175	184	163	108						
Station Parking (including ROW)	28	29	24	32	7	25						
Trackwork (includes track, sound and vibration control)	28	30	28	19	15							
Power Collection and Distribution	33	36	32	23	18							
Control and Communication	42	46	41	31	25							
Freeway Transition & Street Construction	-	-	-	10	-	12	1	1				
Rail Maintenance/Storage Facility (includes ROW)	30	30	30	25	25							
Sub-Total	689	742	614	569	446	598	1	1				
Engineering and Management @ 15%	103	111	92	85	67	90						
Contingency @ 20%	158	170	141	131	102	138						
Sub-Total Facilities	950	1,023	847	785	615	826						
Sub-Total Vehicles	85	97	76	64	44	-						
TOTAL RAPID TRANSIT SYSTEM	1,035	1,120	923	849	659	-						
Bus Transit Costs												
Facilities (Bus Divisions)	8	8	16	8	16	24	17	17	16	16	8	
Buses ²	396	400	416	385	418	600	457	444	474	460	361	
TOTAL BUS SYSTEM	404	408	432	393	434	1,450	474	461	490	476	369	
TOTAL SYSTEM	1,439	1,528	1,355	1,257	1,093	1,450	474	461	490	476	369	
TOTAL COST OF ALTERNATIVES (Net of Null)	1,070	1,159	986	888	724	1,081	105	92	121	107	0	

*Aerial Busway

1 All figures have been rounded to the nearest million

2 Bus Facilities and vehicle costs include Engineering, Management and Contingencies. Also Bus vehicle costs include 2 complete bus replacements to allow direct comparison with rail cars which last for at least 36 years

SUMMARY OF 1990 BUS AND RAIL OPERATING COSTS FOR ALL ALTERNATIVES (Including Background Buses and Feeder Buses for Alternatives I thru V)¹

ITEM	ALTERNATIVES											Current Cost
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI (Null)	
Number of Buses*	934	945	982	910	986	1,186	1,132	1,096	1,165	1,154	939	851
Number of Rail Cars*	106	120	94	80	54	-	-	-	-	-	-	-
Annual Bus Miles (1000's)	35,305	35,154	36,958	35,051	38,051	54,718	41,753	42,144	42,328	40,739	32,723	32,723
Annual Rail Car Miles (1000's)	10,188	11,439	8,788	5,402	3,571	-	-	-	-	-	-	-
Annual Bus Hours (1000's)	2,993	2,978	3,125	2,983	3,276	3,698	4,082	3,966	3,988	3,886	3,156	2,847
Annual Bus Operating Costs (Millions)	77.2	76.8	80.6	76.9	84.3	110.5	102.7	99.9	100.7	97.7	79.1	72.7
Annual Rail Operating Costs (Millions)	21.5	23.0	19.5	14.5	12.0	-	-	-	-	-	-	-
Total Operating Cost (Millions)	98.7	99.8	100.1	91.4	96.3	110.5	102.7	99.9	100.7	97.7	79.1	72.7

*Includes 10% spares

¹Projected 1990 costs in 1977 Dollars

SOURCE: SCR TD Staff Analysis

TRANSIT EFFICIENCY IN 1990

REGIONAL CORE TRANSIT ALTERNATIVES

	Rail Rapid Transit/Bus					All Bus					
	I	II	III	IV	V	VI	VII	VIII	IX	X	(Null) XI
Annual Operating Cost (in millions of 1977 dollars)	99	100	100	91	96	110	103	100	101	98	79
Annual Passengers (millions)	194	199	191	181	178	(194)*	160	157	159	156	125
Cost Per Passenger (in 1977 dollars)	51¢	50¢	52¢	50¢	54¢	57¢	64¢	64¢	64¢	63¢	63¢

*Patronage for Alternative VI assumed equal to that for Alternative I.

FINANCIAL EFFICIENCY IN 1990

(in millions)

REGIONAL CORE TRANSIT ALTERNATIVES

	Rail Rapid Transit/Bus					All Bus					
	I	II	III (a)	IV(a)	V	VI	VII	VIII	IX	X	(Null) XI
Annual Operating Cost (1977 dollars)	98.7	99.8	100.1	91.4	96.3	110.5	102.7	99.9	100.7	97.7	79.1
Annual Farebox Revenue (1977 dollars)	97	99.5	95.5	90.5	89	97	80	78.5	79.5	78	62.5
Annual Subsidy Comparison (1977 dollars)	1.7	0.3	4.6	0.9	7.3	13.5	22.7	21.4	21.2	19.7	16.6
Annual Subsidy Required In 1990 Dollars*	4.6	0.8	12.4	2.4	19.8	36.7	61.7	58.2	57.7	53.5	45.1

*Assumed annual inflation rate of 8%.

(a) These figures are based on computer reported patronage, without regard to modification due to practical considerations (see footnotes (b) and (c) on Page 5).

MAILING LIST

Revised September 1979

- Part 1 - General Mailing List
- Part 2 - Community Groups
- Part 3 - Business Firms & Associations
- Part 4 - Professional, Education Groups & Unions
- Part 5 - Chambers of Commerce
- Part 6 - Government
- Part 7 - Schools
- Part 8 - Churches & Temples
- Part 9 - Media
- Part 10 - Consultants
- Part 11 - Other Transit Agencies
- Part 12 - Libraries

Part I - General Mailing List

Mr. David V. Adams
1545 Wilshire Blvd.
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Mr. John Ashe
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Ms. Mary Baccash
1616 N. Ogden Drive
Los Angeles, Ca. 90046

Ms. Miriam Becker
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Thousand Oaks, Ca. 91360

Ms. Ilene Benjamin
1035 N. Hayworth
Los Angeles, Ca. 90046

Mr. Sam Bodzin
12235 Hillslope
Studio City, Ca. 91604

Mr. Eugene Boelling
1830 W. 11th Place
Los Angeles, Ca. 90006

Mr. Ray Bradbury
10265 Cheviot Drive
Los Angeles, Ca.

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Mr. Robert Coy
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El Segundo, Ca. 90245

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M. Farsai
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Los Angeles, Ca. 90020

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Studio City, Ca. 91604

Ms. Ann Hoyt
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Mr. Elliott Harmon
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Los Angeles, Ca. 90068

Mr. Jonathan Hodes
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Los Angeles, Ca. 90016

Mr. Harold Katz
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Los Angeles, Ca. 90067

Mr. Richard Messer
6253 Hollywood Blvd., Suite 415
Hollywood, Ca. 90028

Ms. Pat Lang
819 North Alfred
Los Angeles, Ca. 90069

Mr. Alden Nash
6212 La Mirada Avenue
Hollywood, Ca. 90038

Mr. William K. McClelland
P. O. Box 71257
ARCO Plaza Station
Los Angeles, Ca. 90071

Mrs. Charlene Orszag
23744 Kittridge
Canoga Park, Ca. 91304

Ms. Nancy Pohl
3141 Oakdell Lane
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Los Angeles, Ca. 90019

Miss Dorothy Beffman
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Ms. Julie Warth
647 W. 28th Street
Los Angeles, Ca. 90007

Ms. Jane Schwartz
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Studio City, Ca. 91604

Ms. Margot Siegel
8919 Harratt St.
Los Angeles, Ca. 90069

Mr. Robert Silverman
1725 N. Ivar St., Suite 203
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Mr. Tom Tomfohrde
12020 Iredell Street
Studio City, Ca. 91604

Mr. Don Whitney
4512 W. 135th St.
Hawthorne, Ca. 90250

Mr. Mike Walker
1248 McClellan Dr.
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Mr. Smith
7708 Romaine Street
Los Angeles, Ca. 90046

Mr. Vincent Hodge
800 W. First Street
Los Angeles, Ca. 90012

Dr. J. K. Sridhar Rao
Associate Professor
Department of Civil Engineering
California State University
Long Beach, Ca. 90840

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15002 Kittridge
Van Nuys, Ca. 91405

Mrs. Reepmaker
4744 Norwich
Sherman Oaks, Ca. 91403

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11101 Hartsook St., #3
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3511 Somerset Drive
Los Angeles, Ca. 90016

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Apt. #6
Los Angeles, Ca. 90042

Mr. Sherrill C. Corwin
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Los Angeles, Ca. 90012

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Mr. Patrick Arcus
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Mr. Martin Gombert
1114 W. Devers
West Covina, Ca. 91790

Mr. William B. DuVernet
901 W. 7th Street
Los Angeles, Ca. 90044

Pat Moser
2342 Adison Way
Los Angeles, Ca. 90041
-

Mr. Paul Smith
2325 H Street, #6B
Sacramento, Ca. 95816

Mr. Girard Spencer
854 S. Highland
Los Angeles, Ca. 90036

General Mailing List (continued)

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216 N. Fickett Street
Los Angeles, Ca. 90033

Mr. Roger Broggie
25810 Hatton Road
Carmel, Ca. 93921

Mr. Richard Gombos
2610 S. Bundy Dr., #4
Los Angeles, Ca. 90064

Mr. Jerry Hernandez
14764 Ash Circle
Chino, Calif.

Ms. Muriel Irvin
3912 S. Burnside
Los Angeles, Calif. 90008

Mr. Mike Poleinski
19600 Gault Street
Reseda, Ca. 91335

Ms. Ella Mae Holmes
8810 Emerson Avenue
Los Angeles, Calif. 90045

Mr. Richard Monahan
10619 Valley Spring Lane
North Hollywood, Ca. 91602

Mr. Joe Coriaty
12511 Peppercreek
Cerritos, Ca. 90791

Mr. Michael Strogoff
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P. O. Box 4625
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1693 S. Cliff Beach Rd.
Diamond Bar, Calif. 91765

Mr. Vincent A. Hodge
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Alta Loma, Ca. 91701

Mr. Bill Hough
244 Mt. Hamilton Avenue
Los Altos, Ca. 94022

Mr. Robert Mellon
7955 Lasaine
Northridge, Ca. 91325

Mr. George Dodge
2160 Stanley Hills Drive
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Mr. Sheldon Walter
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Mr. Bill Sisson
2801½ Main Street
Santa Monica, Ca. 90405

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1255 E. 107th Street
Los Angeles, Ca. 90002

Mrs. D. Hicks
3770 Virginia Rd.
Los Angeles, Ca. 90016

General Mailing List (continued)

Mr. Oscar Singer
1540 Rollins Dr.
Los Angeles, Ca. 90063

Mr. Barney Adler
1919 Argyle Avenue
Hollywood, Ca. 90068

Ms. Rose Heller
1438 Lucile Avenue
Los Angeles, Ca. 90026

Mr. Lazear Isreal
936 S. Genesee Avenue
Los Angeles, Ca. 90036

Mr. Greg Roberts
P. O. Box 8491
North Hollywood, Ca. 91608

Mr. Art Schneider
4167 Collett Avenue
Encino, Ca. 91436

Mr. Kurt Colicchio
22426 Vanowen
Burbank, Ca. 91307

Mr. Rick Rofman
6206 Hazeltine Ave., #12
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Mr. Joseph Rocco
308½ S. Alvarado
Los Angeles, Ca. 90057

Mr. Ernest L. Crawford
1752 W. Adams Blvd.
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Mr. Bryan Allen
3142 Drew St.
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Mr. Vincent A. Hodge
800 W. 1st Street
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3441½ S. Arlington
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45 Evergreen Avenue
Bloomfield, N. J. 07003

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Rancho Palos Verdes, Ca. 90274

Mr. Ronald Sheckler
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E. McTurk
224 Avenue D
Redondo Beach, Ca. 90277

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4061 Cartwright Ave.
Studio City, Ca. 91604

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Mr. Everett Asher, Director
Holmby Westwood Property
Ownership Assoc., Inc.
201 S. Beverly Glen Blvd.
Los Angeles, Ca. 90024

Mrs. Chandler Harris, President
Assistance League of Southern Calif.
1370 N. St. Andrews Place
Hollywood, Ca. 90028

Blind Childrens Center
Miss Marjori Fraser, Director
4120 Marathon Street
Los Angeles, Ca. 90026

Mr. Jim Bonar
Community Design Center
541 S. Spring Street, Rm. 800
Los Angeles, Ca. 90013

Beverly Wilshire Homeowner's Assn.
Mr. William Sheldon
6262 Drexel Avenue
Los Angeles, Ca. 90048

Briar Cliffs Improvement Assoc.
Stanley Hirsch, President
3300 Oakdell Road
Studio City, Ca. 91604

Broadway Improvement Assn.
Mr. Morton Bowman
601 S. Broadway
Los Angeles, Ca. 90014

Mrs. Ellen Stern Harris,
Executive Secretary
Citizens for Planning & Conservation
P. O. Box 228
Beverly Hills, Ca. 90213

Mr. Larry Cafer, President
Cahuenga Pass Homeowners Assoc.
3361 Oak Glen
Los Angeles, Ca. 90068

Dwight Winegar
Associated Student Body
Los Angeles Valley College
10752½ Hortense Street
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Mrs. Gladys Meade
Citizens Against Smog
1670 Beverly Blvd.
Los Angeles, Ca. 90026

Community Relations Conference of
Southern California
4034 Buckingham Rd.
Los Angeles, Ca. 90008

Curson Canyon Homeowners Assoc.
Mr. David Ronne, President
1978 N. Curson Avenue
Hollywood, Ca. 90046

Mr. Jerry Daniel
Federation of Hillside
Homeowners Assoc.
15530 Hamner Dr.
Los Angeles, Ca. 90024

East Valley Coordinating Council
Edward Oriat, Headmaster/Director
Oakwood Secondary School
11600 Magnolia Blvd.
North Hollywood, Ca. 91604

Mr. Mel Fiske
1286 S. Sycamore
Los Angeles, Ca. 90010

Fairfax Senior Citizens Center
7929 Melrose Avenue
Los Angeles, Ca. 90046

Attn: Mr. James Agopian, Director

Hollywood Lions Club
Mr. Jim Rives, President
1341 Cahuenga Blvd.
Hollywood, Ca. 90028

Mr. Amos Fried
Beverly Fairfax Neighborhood Council
149 S. Fairfax Ave.
Los Angeles, Ca. 90036

Hollywood YMCA
Mr. Jim Chapel, Director
1553 N. Hudson Avenue
Hollywood, Ca. 90028

Community Groups (continued)

Hollywood Boys Club
Mr. Jack V. Goodman, Pres.
c/o Dixon Cadillac Co.
5678 Sunset Blvd.
Hollywood, Ca. 90028

Mr. Robert Kirk, Chairman
Pico Union Project Area Comm. II
1349 Toberman
Los Angeles, Ca. 90015

Las Palmas Senior Citizens
Mr. Austin Hubbard, Director
1820 N. Las Palmas Avenue
Hollywood, Ca. 90028

Mrs. Gladys W. Lathom, President
Women's Club of Hollywood
1749 N. La Brea
Hollywood, Ca. 90028

League of Women Voters of L.A.
3660 Wilshire Blvd.
Los Angeles, Ca. 90010

Ms. Ruth Mendleson
City Transit Director
League of Women Voters of L.A.
11820 Mayfield
Los Angeles, Ca. 90049

Los Angeles Urban League
Mr. John Mack, Exec. Director
3450 Mt. Vernon Drive
Los Angeles, Ca. 90008

Laurel Hills Homeowners Assoc.
Gerald Kagan, President
8346 Mulholland
Los Angeles, Ca. 90046

Lemon Grove Seniors
c/o Lemon Grove Park
4959 Lemon Grove Avenue
Hollywood, Ca. 90046

Wilshire Homeowners Alliance
% Tony Hays, Secretary
736 S. Bronson
Los Angeles, Ca. 90005

Nichols Canyon Homeowners Assoc.
Hershel Gilbert
2451 Nichols Canyon
Los Angeles, Ca. 90046

North Hollywood Homeowners Assoc.
Meyer Sankary, Pres.
1888 Century Park East, Ste. 1444
Los Angeles, Ca. 90067

Mt. Olympus Homeowners Assoc.
Mr. Ben Carco, President
7902 Zeus Drive
Los Angeles, Ca. 90046

Mayor's Valley Advisory Committee
Ms. Marlee Coughlan, Chairman
21059 Wave View Dr.
Topanga, Ca. 90290

Outpost Homeowners Assoc.
Stu Galbraith, President
6946 Los Tilos Rd.
Hollywood, Ca. 90046

Mrs. Eleanor Killeen
RAPI-TRANS
362 S. McCadden Place
Los Angeles, Ca. 90020

Mr. Bob Richmond,
Coordinating Director
RAPI-TRANS
362 S. McCadden Place
Los Angeles, Ca. 90020

Rotary Club of Hollywood
Mr. Volney F. Morin, President
1341 N. Cahuenga Blvd.
Hollywood, Ca. 90028

Recreation & Parks-East Valley Office
Ms. Lois Lisec, Senior Citizens Rep
13310 Branford
Pacoima, Ca. 91311

Studio City Residents
George Lawson, President
4312 Bluebell Avenue
Studio City, Ca. 91604

Mr. Jim Stanley
Valleywide Street & Transportation
20711-H Lemarsh Street
Chatsworth, Ca. 91311

Sunset Senior Citizens
c/o Bethany Presbyterian Church
1629 Griffith Park Blvd.
Los Angeles, Ca. 90026

Community Groups (continued)

Senior Citizens Affairs Dept.
601 S. Kingsley Dr.
Los Angeles, Ca. 90005

Senior Citizens Association of
Los Angeles County
427 W. 5th St., Rm. 402
Los Angeles, Ca. 90013

Rapid Transit Subcommittee
Citizens Advisory Committee
L.A. County Transportation Commission
10855 Whipple St., #308
North Hollywood, Ca. 91602

Mr. Paul Aldridge, President
Toluca Lake Homeowners Assoc.
10530 Bloomfield
Toluca Lake, Ca. 91602

North Hollywood Project Area Committee
% Ms. Lillian Burkenheim
Community Redevelopment Agency
727 West 7th Street
Los Angeles, Ca. 90017

Hollywoodland Improvement Assn.
J.E. Greenberg, Pres.
3249 Ledge wood Dr.
Los Angeles, Ca. 90068

Dr. A. J. Falick
Coalition for Rapid Transit
6010 Wilshire Blvd.
Los Angeles, Ca. 90036

Womens Club of Hollywood
Mrs. John M. Reed, Pres.
1749 N. La Brea Avenue
Hollywood, Ca. 90046

West Olympic Neighbors Assn.
Ms. Kate Stern
938 Masselin Avenue
Los Angeles, Ca. 90019

Westside Jewish Community Center
Mr. Joseph Schechter
5870 W. Olympic Blvd.
Los Angeles, Ca. 90036

Women For
8913 W. Olympic Blvd.
Beverly Hills, Ca. 90211

Mr. John Levin, Asst. Director
Westside Community for
Independent Living
11687 National Blvd.
Los Angeles, Ca. 90064

Studio City Residents Assn.
San B. Dzin, Pres.
12235 Hill slope St.
Studio City, Ca. 91604

Oxford Square Property Owners Assn.
W.D. Woodworth
917 South Windsor Blvd.
Los Angeles, Ca. 90019

Fed. of Hillside & Canyon Assn.
Mrs. Shirley C. Cohen
939 Roscomare Rd.
Los Angeles, Ca. 90024

Hollywood Knolls Cmty Club
Jack Harlan
3417 La Sombra Dr.
Los Angeles, Ca. 90068

Los Feliz Improvement Assn.
Huber Smutz
2438 Canyon Oak Rd.
Los Angeles, Ca. 90028

Sherman Oaks Hmownrs Assn
c/o Richard H. Close, Pres.
14843 Jadestone Dr.
Sherman Oaks, Ca. 91103

Toluca Lake Hmownrs Assn.
Mr. Olof F. Johnson
4422 Sancola Ave.
Toluca Lake, CA 91602

Mr. Louis Korn, President
Carthay Circle Homeowners Associati
6332 Warner Dr.
Los Angeles, Ca. 90048

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Urban League
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Los Angeles, Ca. 90008

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Valleywide Committee on Streets,
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North Hollywood Project Area Committee
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North Hollywood, Ca. 91601

Ms. Sandra Spitzer
Jewish Legal Services
163 S. Fairfax Avenue
Los Angeles, Ca. 90036

Ms. Karen Labinger
Vice President-Public Affairs
National Council of Jewish Women
543 N. Fairfax Avenue
Los Angeles, Ca. 90036

Mr. Bud Siegel, Chairman
West Hollywood Citizen's Advisory
Council
8919 Harratt
Los Angeles, Ca. 90069

Mr. George Falcon
Citizens for Rail California
8432 Steller Drive
Culver City, Ca. 90230

Ms. Joyce Snyder
Do It Now Foundation
6136 Carlos Avenue
Hollywood, Ca. 90028

Mr. Leonard Reeg
Hollywood Coordinating Council
2550 Park Oak Drive
LOS Angeles, Ca. 90068

Mr. Dan Narvaez, President
Rosewood Senior Citizen Center
501 N. New Hampshire
Los Angeles, Ca. 90004

Mr. Tomas Pompa
East Los Angeles Interagency Coalit
916 S. Atlanta Blvd.
Los Angeles, Ca. 90022

Mr. Joseph Vasquez, Chairman
East L. A. Committee on Aging
1314 Macy Street
Los Angeles, Ca. 90033

Mr. John Saito
Regional Director
Japanese American Citizen's League
125 N. Central Avenue
Los Angeles, Ca. 90012

Ms. Meda Rosado
Transportation Committee
Citizens Planning Council
512 S. Rampart Blvd., #29
Los Angeles, Ca. 90057

Ms. Marge Klugman
Greater Los Angeles Council on Deaf
616 S. Westmoreland
Los Angeles, Ca. 90005

Mrs. Toni Rini, Chairman
East L.A. Senior Citizens Committee
359 S. Ford Blvd.
Los Angeles, Ca. 90022

Mr. Lou Nau
Los Angeles Mayor's Office for
Handicapped
City Hall
Los Angeles, Ca. 90012

Ms. Gloria Schmidt, President
League of Women Voters, L.A. County
1447 Ave de Cortez
Pacific Palisades, Ca. 90272

Community Groups (continued)

Ms. Ethel Blackwell
Hollywood Committee on Aging
241 S. Mariposa Avenue
Los Angeles, Ca. 90004

Mr. Bruce Miller
Project Area Committee
5440 Willowcrest Ave., #4
North Hollywood, Ca. 91601

Mr. Bill Steward, Chairman
Mayor's San Fernando Valley
Transportation Advisory Committee
13914 Aztec Street
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Mr. Leon Opseth
North Hollywood Redevelopment Cmte.
11120 Burbank Blvd.
North Hollywood, Ca. 91601

Mr. John H. Welbourne
Wilshire Homeowners Alliance
220 S. Irving Blvd.
Los Angeles, Ca. 90004

Mr. Michael Clements, Director
Ecology Legislative Action
712-1/2 N. Hoover St.
Los Angeles, Ca. 90029

Ms. Polly Gusa, Program Chairman
Palos Verdes-South Bay Sierra Club
3922 Emerald St., #12
Torrance, Ca. 90503

Mr. Man
FOCUS
P. O. Box 1711
Santa Monica, Ca. 90406

Part 3 - Business Firms and Associations

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Banco Popular/Spring Street
Improvement Association
354 S. Spring Street
Los Angeles, Ca. 90013

Mr. Edgar H. Twine
Associate General Counsel
ARCO
Box 2679 Terminal Annex
Los Angeles, Ca. 90051

Mr. Thornton Bradshaw, President
Atlantic Richfield Co.
515 S. Flower Street
Los Angeles, Ca. 90017

Mr. Rodney Rood
Atlantic Richfield Co.
515 S. Flower Street
Los Angeles, Ca. 90017

Automobile Club of So. Calif.
% Mr. David Grayson
2601 Figueroa Street
Los Angeles, Calif. 90054

Mr. Jack B. Eiseman, President
BARKER BROTHERS
818 W. 7th Street
Los Angeles, Ca. 90017

Bekins Company
1335 S. Figueroa
Los Angeles, Ca. 90015

Mr. John G. Braun, Chairman
C.F. Braun & Company
3055 Wilshire Blvd.
Los Angeles, Ca. 90010

Mr. Douglas Jeff
C. F. Braun & Company
3055 Wilshire Blvd.
Los Angeles, Ca. 90010

Mr. Howard A. Goldfeder
Chairman of the Board
BULLOCK'S
7th & Hill Streets
Los Angeles, Ca. 90015

Mr. Chauncey Medberry
Chairman of the Board
BANK OF AMERICA
555 S. Flower Street
Los Angeles, Ca. 90071

Mr. Hans Brenninkmeyer
Vice President and West Coast
Regional Director
OHRBACHS
6060 Wilshire Blvd.
Los Angeles, Ca. 90036

J. Howard Edgerton, Chairman
CALIFORNIA FEDERAL SAVINGS & LOAN
5670 Wilshire Blvd.
Los Angeles, Ca. 90036

SAN FERNANDO VALLEY FEDERAL SAVINGS
& LOAN ASSN.
6842 Van Nuys Blvd.
Van Nuys, Ca. 91405

Mr. Richard J. Flamson III, President
SECURITY PACIFIC NATIONAL BANK
P. O. Box 2097 Terminal Annex
Los Angeles, Ca. 90051

Mr. George F. Moody
Vice Chairman
SECURITY PACIFIC NATIONAL BANK
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GREAT WESTERN SAVINGS & LOAN ASSN.
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Beverly Hills, Ca. 90211

GIBRALTAR SAVINGS & LOAN ASSN.
9111 Wilshire Blvd.
Beverly Hills, Ca. 90211

Mr. Mark S. Taper, Chairman and
President
AMERICAN SAVINGS & LOAN ASSN.
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Mr. Norman Barker, Jr. Chairman
UNITED CALIFORNIA BANK
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Business Firms & Assoc. (continued)

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Miss Mary Albright
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Coco Cola Bottling of Los Angeles
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Cushman & Wakefield, Inc.
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Calstrip Steel Corp.
7140 Bandini Blvd.
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Dames & Moore
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Universal City
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Music Corporation of America
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Triangle Steel & Supply Co.
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Turner Construction Co.
445 S. Figueroa
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City of Burbank
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U. S. Department of Energy
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U. S. Department of Commerce
Commerce Building
14th & Constitution Avenue, N.W.
Washington, D.C. 20230

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U.S. Forest Service
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General Services Administration
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Office of Management and Budget
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1522 K Street, N.W.
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KGIL Radio
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KWKW Radio
6777 Hollywood Blvd.
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KMPC Radio
5858 Sunset Blvd.
Los Angeles, Ca. 90028

KTLA-TV
5800 Sunset Blvd.
Los Angeles, Ca. 90028

KTTV-TV
5746 Sunset Blvd.
Los Angeles, Ca. 90028

KCOP-TV
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Los Angeles, Ca. 90028

KIIS-AM-FM RADIO
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KLAC Radio
5828 Wilshire Blvd.
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KJOI Radio
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K-BIG-KBRT Radio
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Cahuenga Library
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Los Angeles, Ca.,. 90036

Felipe de Neve Library
2820 West 6th St.
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University of Southern California
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Watt Hall, University Park
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California State University, Los Ang
John F. Kennedy Memorial Library
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University of California Los Angeles
Public Affairs Service/Local
University Research Library
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California State University
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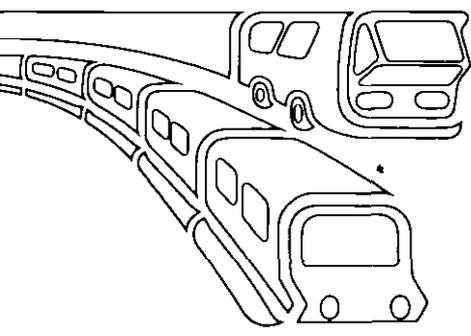
Department of Transportation Library
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News Release

For Immediate Release



WHAT'S AN RTDP?

The RTDP...no, that's not the local bus company with another letter added to its initials. But it is an acronym very important to public transportation in Los Angeles: the Regional Transit Development Program.

This four-element regional program has something for everyone -- not only everyone who presently uses public transportation, but everyone who uses a freeway.

The four elements of the program consist of:

- *A Regional Transportation System Management Program (TSM), which consists of refinements to the present bus system
- *A Regional Freeway Transit Program, aimed at achieving free-flow service on 320 miles of area freeways
- *A Los Angeles People Mover, connecting key activity centers in downtown Los Angeles
- *A Rapid Transit project in the "regional core" area, extending from downtown Los Angeles through Wilshire/Hollywood to the San Fernando Valley

-more-

This newsletter is the first in a series to advise you, as a person concerned with transit in general and the regional core project in particular, of developments in that program. Since the federal government gave its backing to study options in the regional core, much has taken place.

TOP FEDERAL TRANSIT OFFICIAL VISITS LOS ANGELES, GIVES
STRONG BACKING TO RAIL TRANSIT

Richard Page, the senior official in the federal Department of Transportation's Urban Mass Transportation Administration (UMTA) visited Los Angeles in October. He had words of praise for Los Angeles' current unified transit planning.

The UMTA Administrator stated, in speaking of Los Angeles and the RDTP, "We're beginning to see the kind of cooperative efforts that will enable the forging of a solid and comprehensive transportation program for the greater Los Angeles area."

Page noted that in the past, UMTA had experienced some difficulties in working with the Los Angeles area, based in part on local disagreement on priorities. But he cited the four-point RTDP as the concrete evidence that "Los Angeles is getting its act together."

Page pointed out that support for the RTDP exists in the form of resolutions passed by such major agencies concerned with transit as the L.A. City Council, the Board of Supervisors, the RTD, and the new County Transportation Commission.

On rail transit, Page said that UMTA policy continues to stress that "there are specific high-density corridors in a number of cities in which rapid transit may well be the best form of transit.

The regional core area under study in Los Angeles is the fourth most densely populated such area in the country, topped only by New York, Chicago, and Philadelphia. It is much more densely populated than several other areas in the U.S. which have recently received large federal dollar commitments for new rail systems, among them being Atlanta, Baltimore, and Washington, D. C.

COMMUNITY MEETINGS HELD IN REGIONAL CORE

In late October the City Planning Department and the RTD's Rapid Transit Department completed a series of meetings in the regional core area to acquaint residents with the current planning efforts.

Under the direction of Calvin Hamilton, city planning director, and Dick Gallagher, manager and chief engineer of RTD's rapid transit department, 15 meetings took place in September and October in downtown, Hollywood, North Hollywood, Wilshire, the Miracle Mile, and other areas that would be directly affected by a rapid transit project.

The many residents who attended had opportunities to examine first-hand the current alternatives the planners are looking at. The alternatives range from expansion of the present bus system to exclusive lanes for buses to bus/rail transit options.

The offices of the six city council members whose districts would be affected worked with the City Planning Department and RTD to contact persons who would be interested in attending.

Those attending the meetings were informed that more meetings will be scheduled at which additional data will be presented on the various alternatives. This planning and citizen participation effort is taking place between this fall and the spring of 1978. After this defining of choices, a draft environmental impact report would be available.

-more-

The report will then be circulated and formal public hearings will be held. It is hoped a final consensus can be reached on a specific project during this period and that a grant application can be filed with Washington by next summer. Design work could then get underway within a few months. If a segment of rail rapid transit is decided upon, it could be ready for use by the mid-1980's.

The next round of meetings with the community is scheduled for December, when planners and engineers expect to have patronage estimates and cost projections available for your consideration. The next issue of the newsletter will have detailed information on the timetables and locations for the meetings.

DID YOU KNOW?

THAT: Over 800,000 riders a day use public transportation in Los Angeles. They travel across a service area bigger than the combined areas served by transit agencies in Washington, San Francisco, Baltimore, and Atlanta. (RTD statistics)

THAT: Office complexes located adjacent to the Lindenwold rail line connecting southern New Jersey with Philadelphia reported some of the lowest vacancy rates in the area. And in the San Francisco Bay area, BART is credited with bringing forth \$1.4 billion in new building construction. "Overall, rail transit has exhibited its ability to stimulate downtown activity, channel development into clusters and corridors, and preserve neighborhood character..." (American Public Transit Association)

WANT MORE INFORMATION?

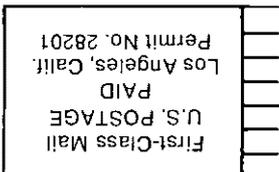
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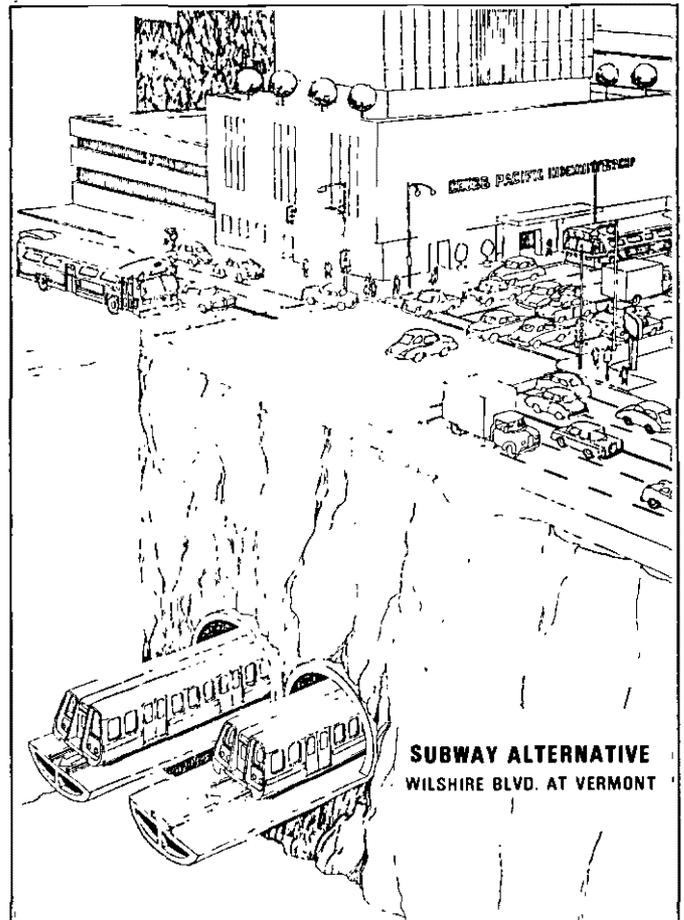
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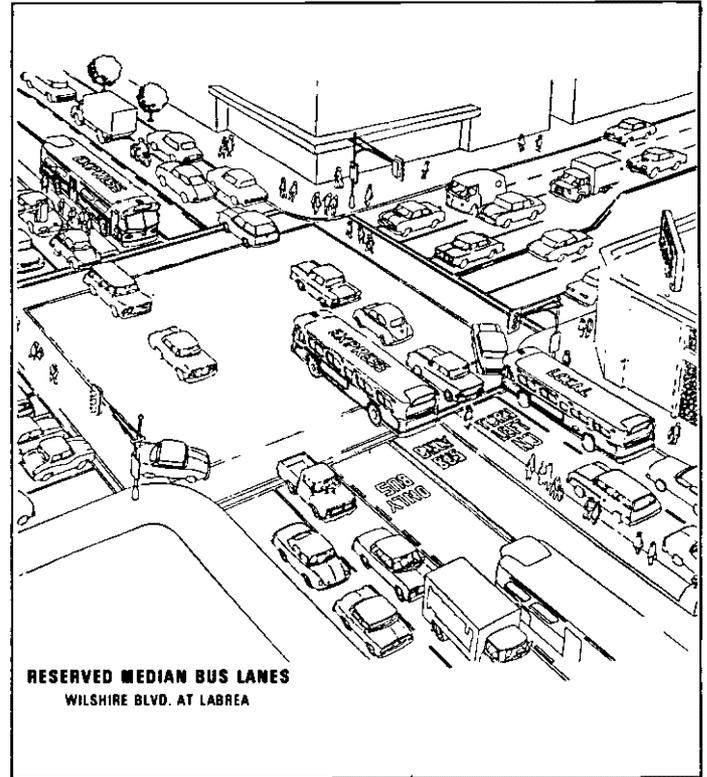
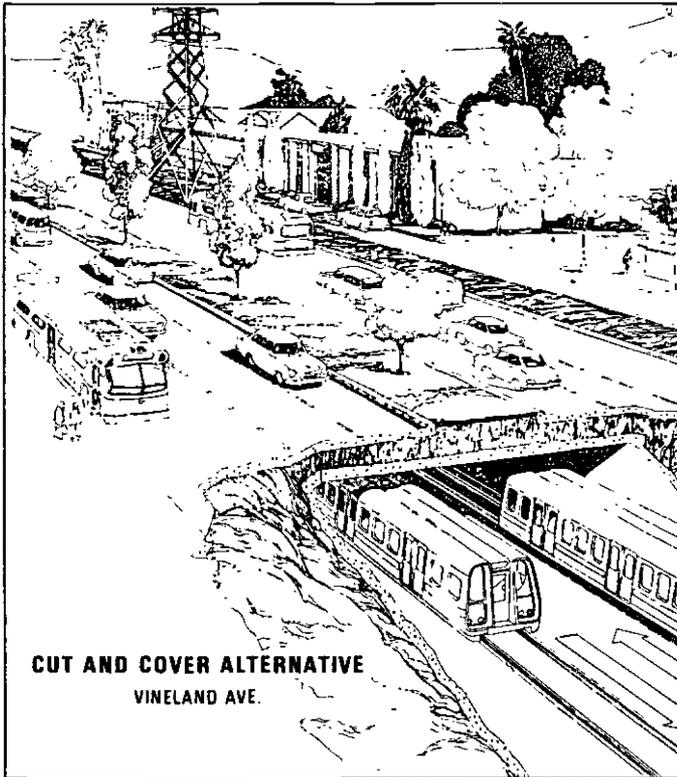


**SUBWAY ALTERNATIVE
WILSHIRE BLVD. AT VERMONT**

Contact: Mike Barnes, 972-6372, 425 South Main St., Los Angeles, Ca

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City of Los Angeles Planning Department
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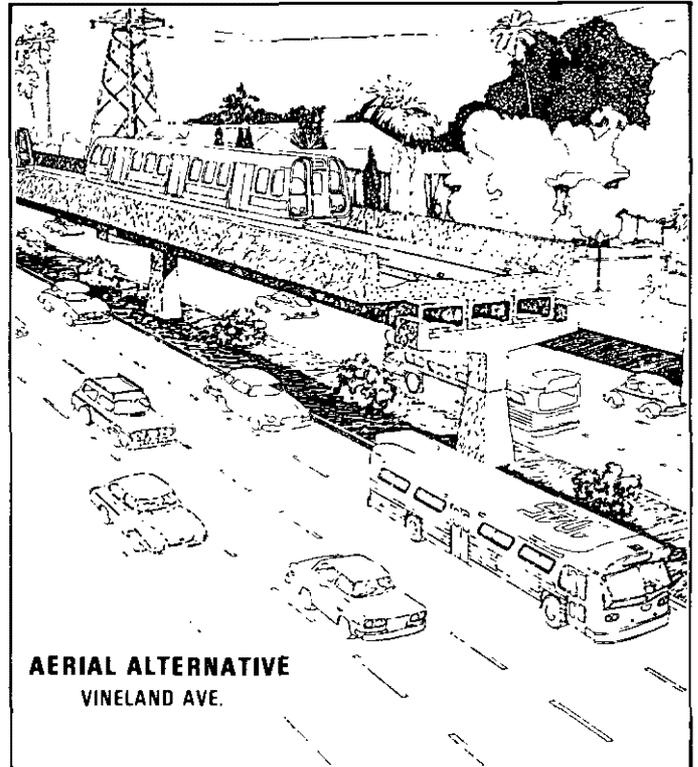
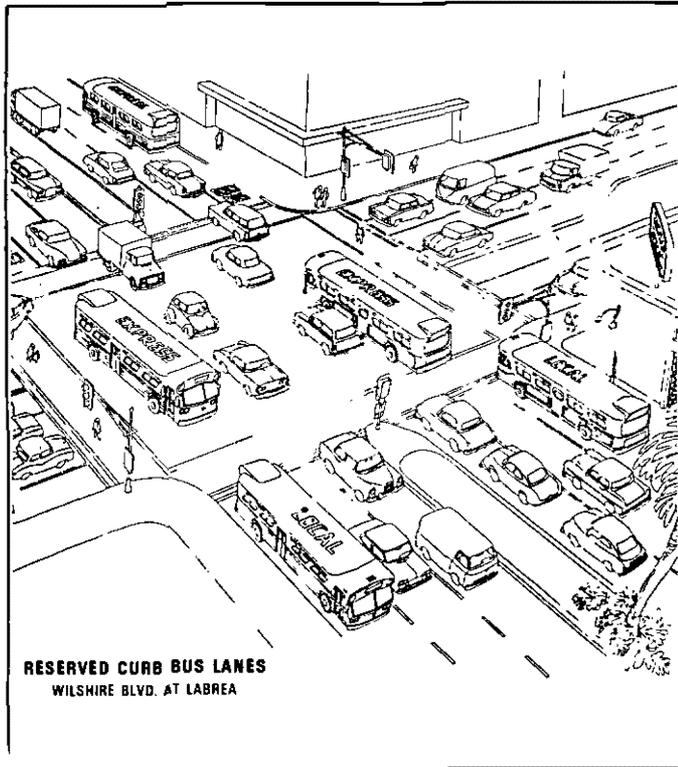
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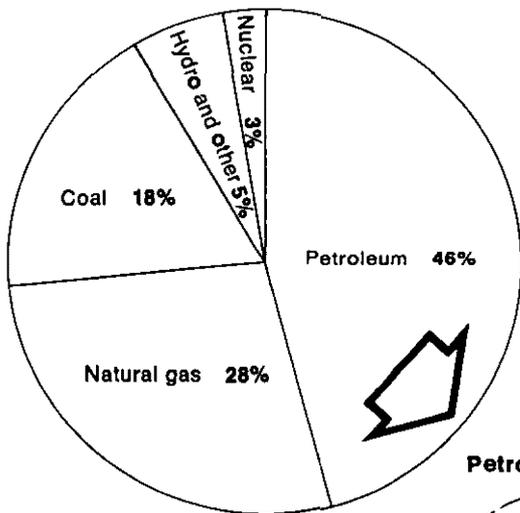
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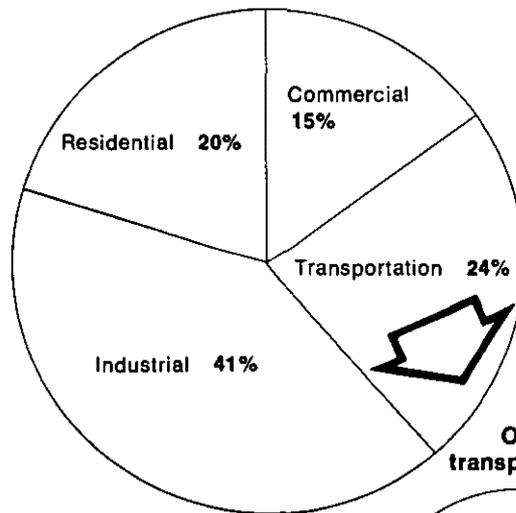
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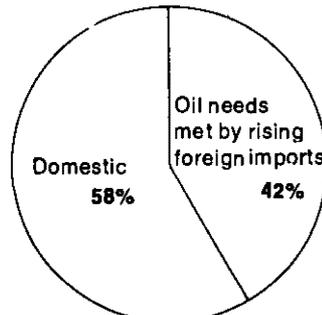
Sources of energy



Energy users (all sources)



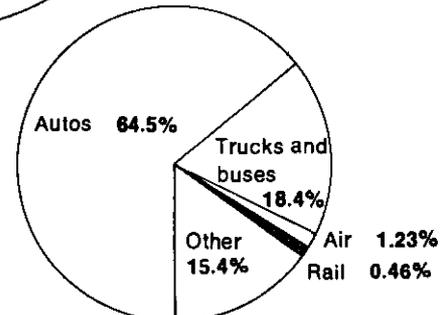
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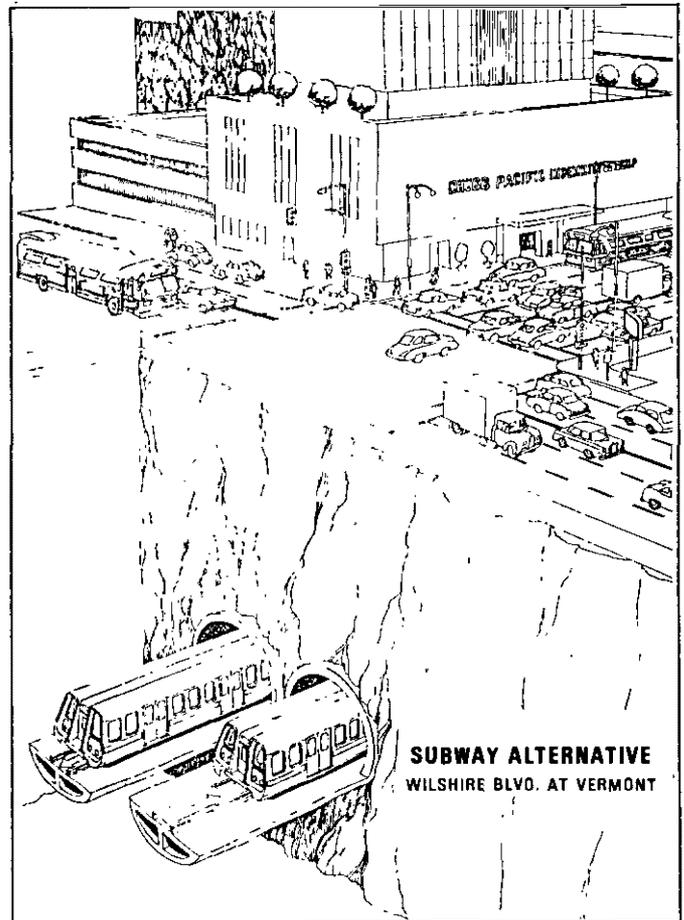
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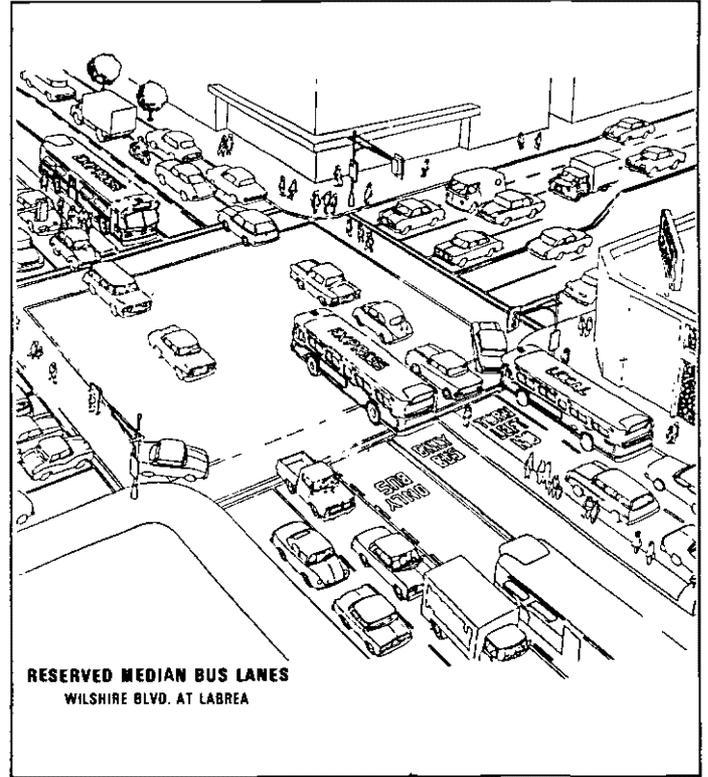
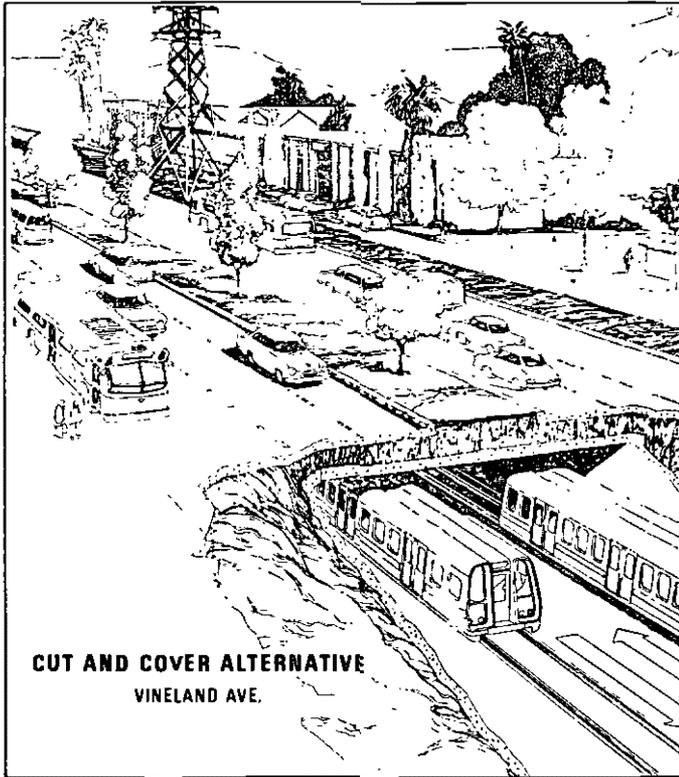
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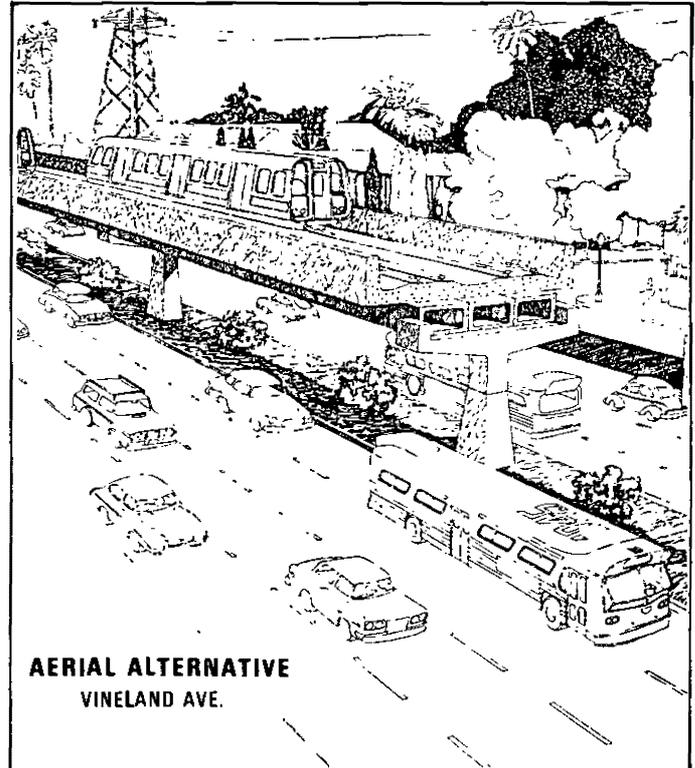
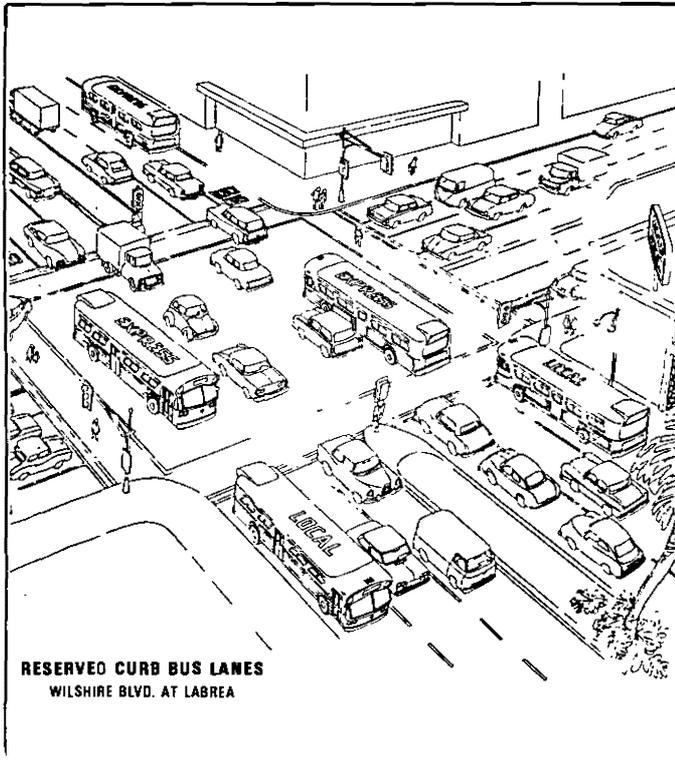
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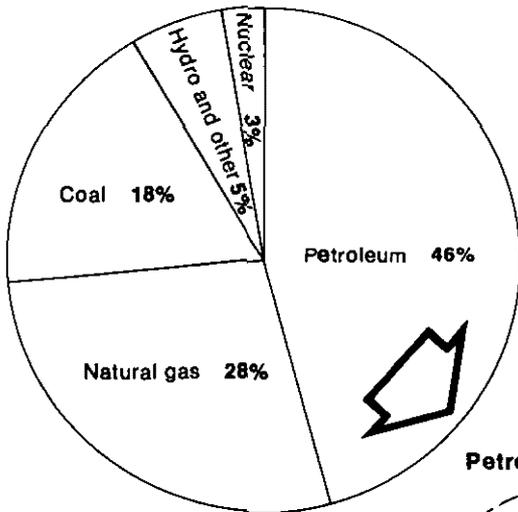
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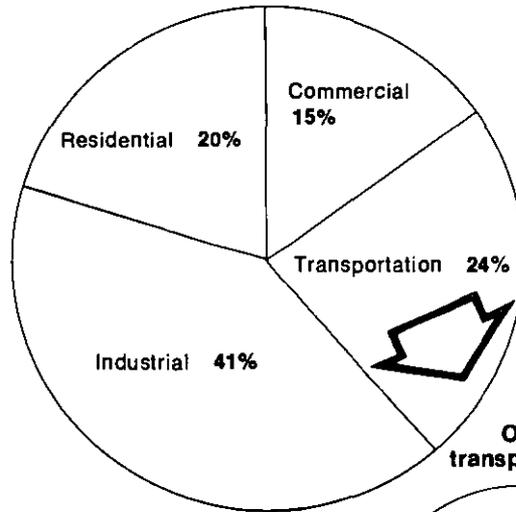
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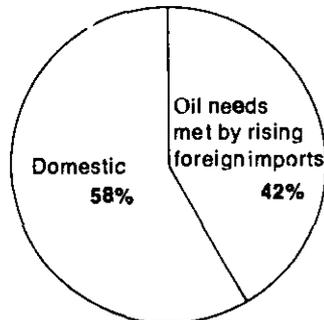
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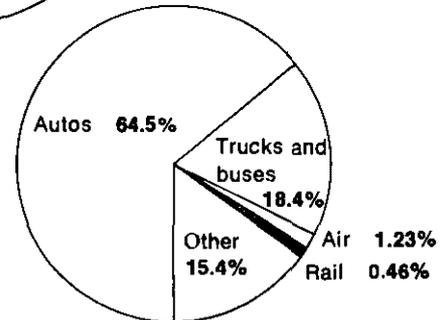
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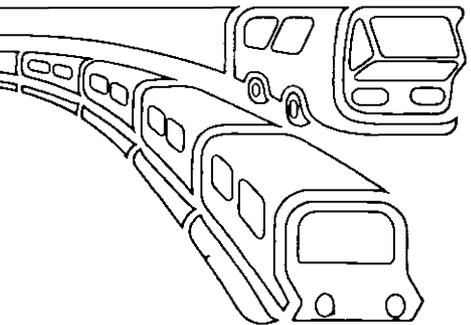
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UMTA REVIEWS DRAFT REPORT OF TRANSIT ALTERNATIVES

Representatives from the Urban Mass Transportation Administration (UMTA) visited Los Angeles the week of June 26-30. The primary purpose of the visit was to review the progress of the four element Regional Transit Development Program (RTDP). UMTA officials reviewed each element individually with the responsible agencies and also collectively to assure that coordination among the agencies is still working as planned.

The review of the Regional Core Rapid Transit Element Draft Alternatives Analysis — Environmental Impact Report raised some questions, and provided constructive suggestions for completion of the Draft Report which will be reviewed by the public and local officials.

Some of the questions raised related to: from what other mode of travel do the projected patrons of a 1990 transit system come? What are the added costs and benefits of each alternative that has been studied as compared to a "do nothing" alternative? What is the interrelationship of the four elements of the RTDP as it may relate to one element not developing as originally envisioned?

Suggestions made by the UMTA officials were all for the benefit of facilitating the progress of the Regional Core Rapid Transit Element. They included such things as condensing, combining and shifting chapters of the Draft Report for easier reading by the public and officials.

Some of the revelations made during the UMTA Review included, the fact that patronage and construction operational cost data resulting from previous work and the present transit alternatives analysis indicate that rail rapid transit is well justified in the Regional Core.

This shouldn't be too surprising as the population density along the corridor exceeds those in other cities that already have, or are now constructing rapid transit systems.

Projections indicate that the demand for transit trips in the Regional Core will increase by 60%, from 400,000 daily transit trips to 650,000 by 1990. The alternatives analysis is indicating that only rail rapid transit (with feeder bus service) has the capacity to accommodate that volume of trips in this heavily traveled corridor. Preliminary patronage projections predict 265,000 daily riders on a 16-mile starter line system.

Cost projections also are showing that over a 36 year period, the combined operating and capital costs for comparable rail or all-bus alternatives are about the same, except a rail system would still have 2/3 of its useful life left. In addition, RDT economic advisors have indicated that in spite of Proposition 13, through incremental tax zones around stations, \$3 to \$5 million a year may be generated. And with additional revenues which can be developed through judicious use of special zoning techniques, value capture, etc. together with the \$15 million a year of

Proposition 5 funds already programmed by Caltrans, and 80% UMTA funding, it would be possible to mount a construction program of \$110 - \$130 million a year. Thus a start on rapid transit system is within grasp.

It appears, if all goes well, UMTA will give approval for printing and distribution of the Draft Report in August.

POLLS SAY PEOPLE WANT MASS TRANSIT

The majority of American Automobile Association members in metropolitan Washington D.C., favor the use of gasoline tax funds for mass transit rail systems, according to a recently released poll.

In a survey by American Motorist, the bi-monthly publication of the Washington-area AAA, 50.83% of the auto association's members think funds designated for highway construction should also be used to construct public mass transit rail systems.

The poll is the third in a series this year which have shown a majority of Americans support improved mass transit.

A special Harris poll found that 69% of the American people believe it is "very important" to upgrade mass transit service. And a nationwide survey by Hart Research Associates, Inc. commissioned by the U.S. Department of Transportation found that nearly 62% of all Americans want more government spending on public transportation.

Opinion Research of California, recently concluded a survey throughout the Los Angeles County area to measure these same concerns identified in the other polls. This survey has taken into consideration the

feelings of those being polled towards Proposition 13 and transit improvements. Opinion Research will publish results in late July 1978.

RAIL — ACROSS THE NATION AND CONTINENT

Boston, Mass — The nation's oldest subway system has been in operation here since 1897, shaping Boston's suburban growth while maintaining the City's continually strong and lively downtown development.

As the rail system had expanded farther and farther out into the metropolitan area, Boston has confirmed its transit orientation by planning extensions designed to serve existing areas and to carefully mold future development.

MBTA has a \$1.7 billion to \$2 billion construction and new equipment program for the next seven years that will ensure that public transit will continue to determine development for the 21st Century. Much of the money for this was transferred to transit as a result of deleted interstate highway work in the Boston area.

Washington, D.C. — Metropolitan Washington, D.C.'s heavy-rail Metro is a fabulous operational and social success judging from the number of people riding, the clamor for longer hours, and the expressions of impatience for service along unbuilt routes.

The Washington Metropolitan Area Transit Authority (WMATA) opened Metro in March 1976 with a four-mile, five-station segment of Red Line through the heart of town, attracting 17,000 riders a day, even then including a surprisingly large lunch bunch.

Today there are two lines in service, the Blue Line and Red Line that makes up 21 revenue

miles and 29 stations. Daily patronage averages 180,000 and is growing. WMATA has 30 more miles of route and 21 new stations under construction, pushing deeper into Maryland and Virginia. The cost of completing the planned 100-mile system is now estimated at about \$5.8 billion.

Toronto, Ontario — Fast, convenient rail transit continues to play an integral part in making metropolitan Toronto one of North America's model cities.

Toronto, which is constructing an additional 7 miles of heavy and light rail (due to open in 1980 and 1982) to its existing 32 miles of subway system, already has over 700,000 passengers riding the subway system every business day. Since the first 4.5 miles were opened in 1954 over three billion riders have patronized the system.

The high degree of integration between the subway and surface route system (715 total miles) has been a key factor in the success of transit in metropolitan Toronto. Of 120 bus, street car, and trolley bus routes, 107 make 157 connections with the subway. Last year, the Toronto Transit Commission subway trains rolled up approximately 34 million miles and carried 200 million of the total TTC's 348.7 million passengers.

Atlanta, Georgia — Atlanta is the banking and commercial center of the south; Atlanta's Hartsfield International is the second busiest airport in the nation; President Jimmy Carter began his political career at the Capitol building downtown. Very soon Atlantians will have something new to brag about. On Christmas Day of this year, the first rapid rail system in the southeastern United States will begin revenue service.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) rapid rail system has the

distinction of being on schedule and within budget, just seven months away from the opening of revenue service. Transit specialists from all over the world have been going to Atlanta to see just how MARTA does it.

The first leg of MARTA's 13.7-mile phase A system, the 6.7-mile East Line, is scheduled to open at Christmas. The West Line will follow one year later, and the opening of the North-South Line in April 1981 will complete Phase A.

Portland, Oregon — A recent public hearing concluded one long phase in Portland's study of rail transit. Testimony at the public hearing favored rail by a two-to-one margin over other designs. A busway, diamond lanes shared by transit and carpools, and a plan to keep buses on arterial streets were generally considered inadequate, or short-term, responses to future transit demands.

Proponents saw in rail transit a way to rescue air, land and economy from auto related wastes. At the same time, they saw good transit as a balancing factor, a means that could help cars and the urban community live together.

The need for balance has, in fact, spurred every step of the Barfield Transitway project. The project grew out of the Region's decision in 1975 not to build another urban freeway. The decision recognized that automobiles were cutting down on efficient land use, environmental quality, and neighborhood livability. It recognized that a transit solution would cost less . . .

DID YOU KNOW?

THAT: According to Les Spahnn, Los Angeles City Parking Management Program Manager, parking can amount to as much as 14% of

total development costs of business and industry and that this means in some areas of the City investments toward developing parking spaces exceed \$10,000 a parking space on a surface lot. "The availability of parking is a very important factor influencing a person's choice of what transportation mode he or she will use," Spahn has stated. In accordance with this he has developed a parking management proposal that would seek to change parking requirements to add an incentive of a reduced requirement in exchange for the implementation of measures that make the use of car pools, van pools, regular surface buses, park-and-ride buses and subscription buses significantly more attractive to employees. (SCB Newsletter).

THAT: The generation of electricity, which powers rail systems, is not dependent on petroleum. In 1975 only 15.7% of the electricity generated in the U.S. came from petroleum. It is projected (at a 4% growth rate) that in 1990 2.8 million barrels of petroleum will be consumed every day with a national fleet of automobiles averaging 24 miles per gallon. This compares with 2.6 million barrels and 14 miles per gallon in 1975. So we will be losing ground in fuel conservation if we don't provide a viable alternative to the exclusive use of vehicles powered by petroleum. (Congressional Hearings Record - October 1977).

THAT: Within the Regional Core Study area there are nearly 600,000 residents (21% of the City of Los Angeles' population) of which 165,000 would be within walking distance of stations for the longest rail proposal. And, further, that 97,000 of those within walking distance are transit dependents of which 42% or 41,000 have no automobile whatsoever. (De Leuw, Cather)

THAT: According to the newly revised Consumer Price Index, that 18¢ out of every \$1 is spent for transportation. (Los Angeles Times) (see next page)

THAT: Transit ridership nationwide in April showed a 9.82% increase over ridership in April 1977, according to APTA's "Monthly Unlinked Transit Passenger Trips", the ninth consecutive monthly increase. This is the longest period of consistent monthly transit ridership increases since the oil embargo of 1973, and the second longest period of consistent monthly growth since 1946. Ridership in April reached 615.5 million, over 55 million more than the same month last year. (see next page)

FUTURE DEVELOPMENTS

- Los Angeles County Transportation Commission's Transit Opinion Poll to come out end of July.
- Regional Core Rapid Transit DRAFT AA/EIS/EIR Report to be printed and published in September.
- Regional Core community meetings and organizational meetings to resume in the latter part of August.

NEED A SPEAKER OR WANT MORE INFORMATION?

There is even more going on in regard to the Regional Core program. If you want this information, and/or are interested in obtaining first hand information on the past, present and future of transportation in Los Angeles for presentation to your executive, employees, civic association or service organization, contact Lou Collier at (213) 972-6456 or write:

Lou Collier
425 S. Main Street
Los Angeles, Calif. 90013

Length and content of program is dependent upon your specific desires. Questions and answers are always part of the program.

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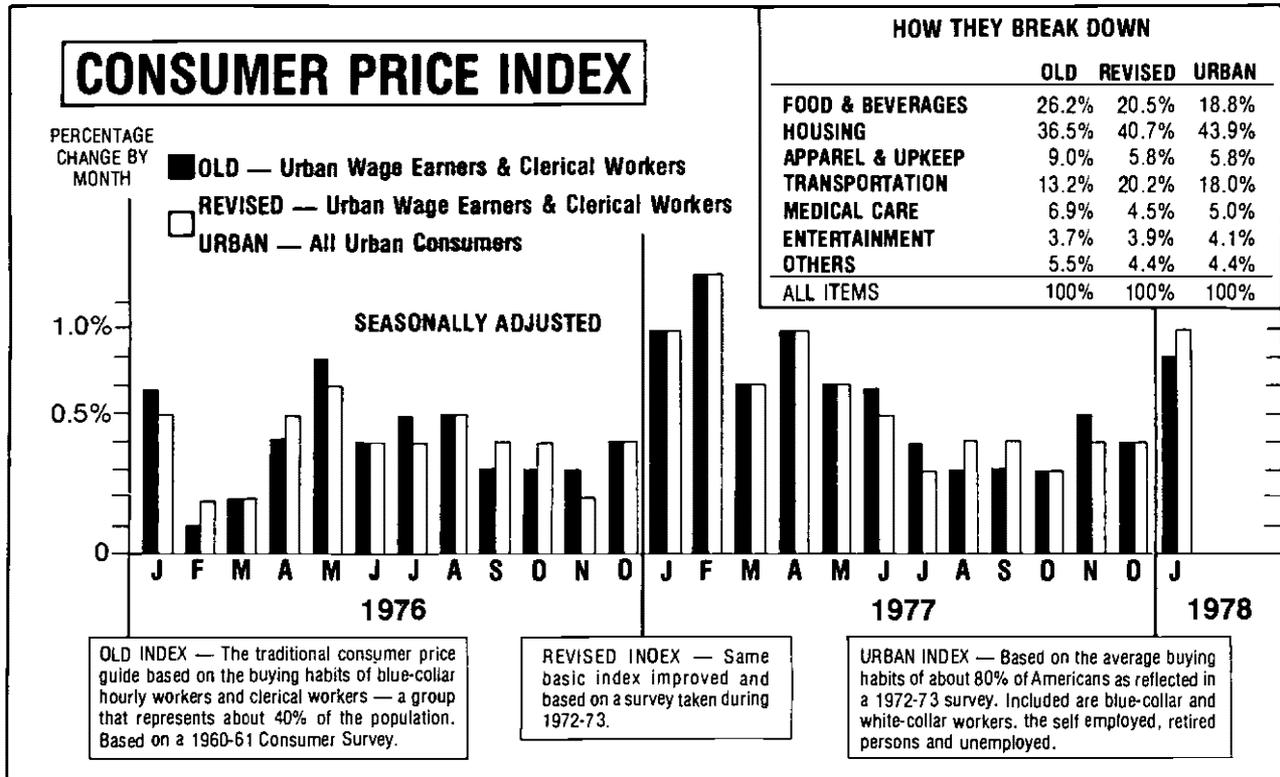
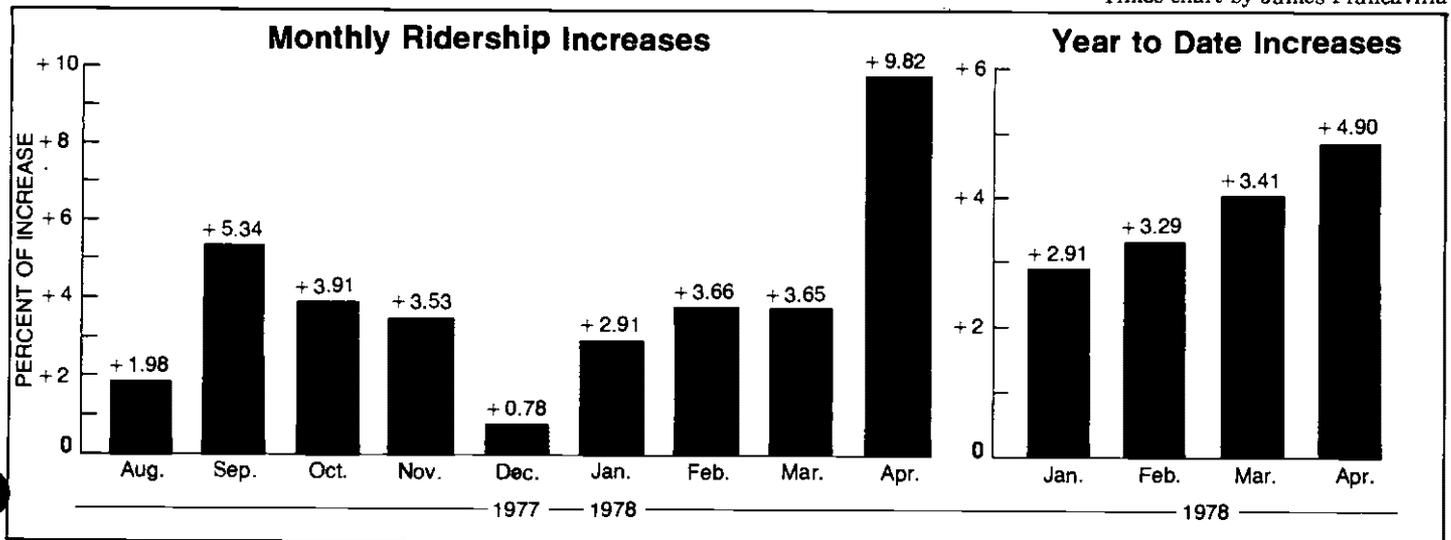


Chart shows Revised CPI and Urban Index arbitrarily fixed to equal each other through 1977 (white bar), compared with old Consumer Price Index. New indexes are based on more current data that more accurately reflect Americans' spending.

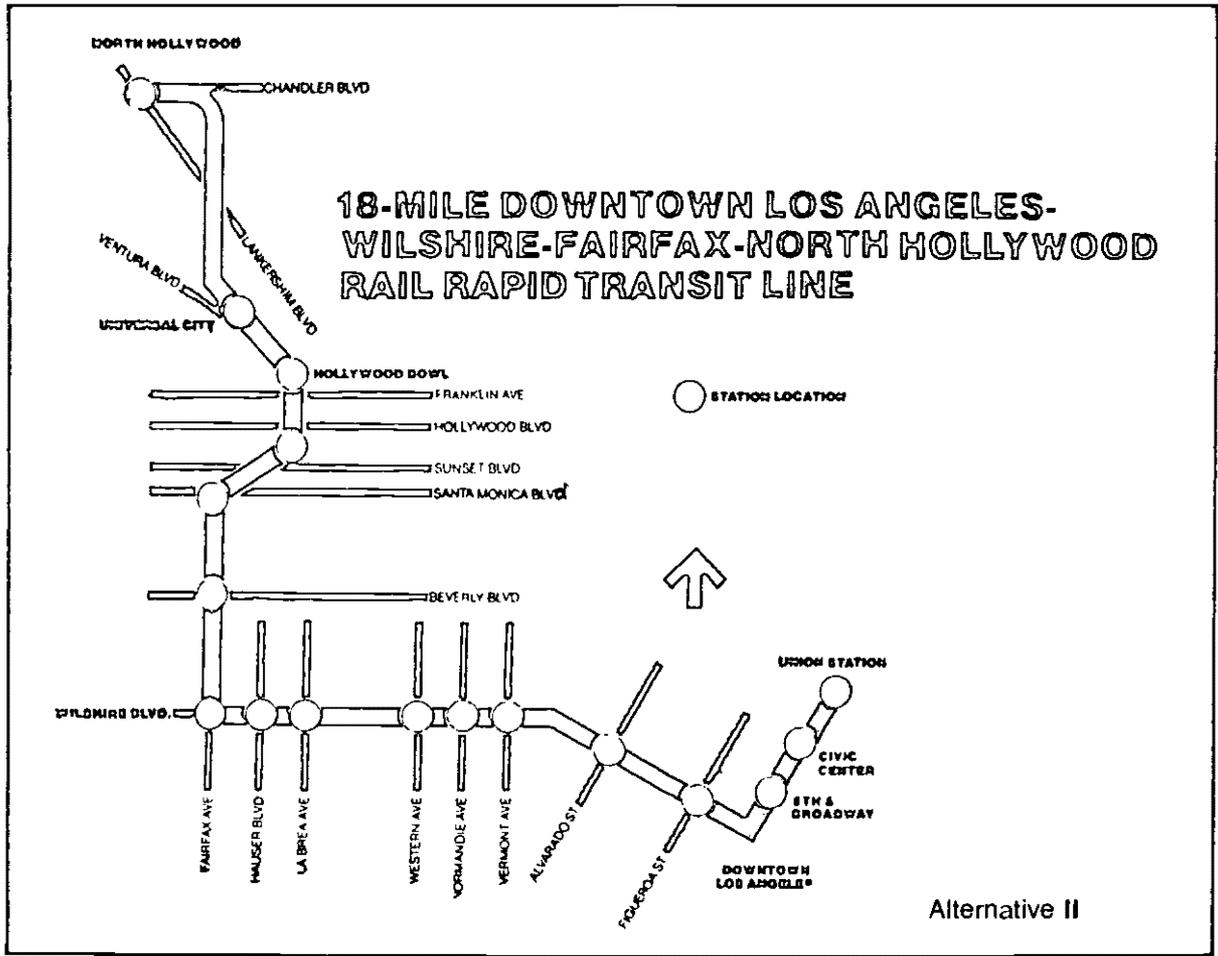
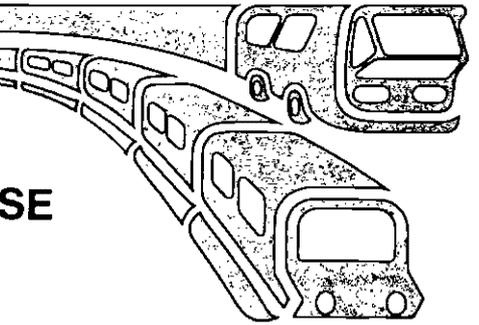
Times chart by James Francavilla



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Vol. 2 No. 3
November 1978

RAPID TRANSIT NEWS RELEASE



RTD BOARD IDENTIFIES RAIL ALTERNATIVE PREFERENCE

On Thursday, October 12, 1978 the Southern California Rapid Transit District's Board of Directors made an historical decision that will impact the lifestyle of Los Angeles for years to come. Before television cameras, radio microphones, newspaper reporters and representatives of every major governmental body and agency of Los Angeles, the Board of Directors recommended a \$1.21 billion 18-mile

subway rail line as the project to be pursued for public transit development in the Regional Core Area of Los Angeles.

The recommended line was one of eleven alternatives studied and will link downtown Los Angeles and North Hollywood in the San Fernando Valley.

Richard Gallagher, the RTD's Chief Engineer and

Contact: Lou Collier, 972-6456, 425 South Main St., Los Angeles, Ca.
A Joint Agency Project
City of Los Angeles Planning Department
Southern California Rapid Transit District

Manager for Rapid Transit/Bus Facilities made a presentation to the Board before a formal vote was taken. Gallagher's presentation detailed the process and methodology used to analyze 11 possible alternatives for transit improvement in the Regional Core. The analysis has been going on since May of 1977. Projected patronage, costs, service efficiency and environmental impacts were key issues thoroughly studied and compared for each alternative.

Gallagher went into particular detail on Alternative #2 of the study (the ultimate choice of the Board). The 17 station subway line would extend from Union Station through downtown and then continue west under Wilshire Blvd. to Fairfax Ave. There the subway would turn north under Fairfax and through Hollywood and the Cahuenga Pass to Lankershim and Chandler Blvds. in North Hollywood.

He said deep-bore drilling would be utilized to excavate the subway tunnel at depths of 100 to 200 feet and assured the Board there would be minimum disruption to Broadway, 7th Street and Wilshire Blvd. from the subway construction project. If all progresses smoothly the RTD timetable calls for beginning construction in 1980-'81, with the subway ready for operation in 1986-'87.

Community Supporters

Mayor Tom Bradley, Councilwoman Pat Russell (Chairperson of the L.A. Transportation & Traffic Committee), and Marlee Coughlin, Chairperson of the Mayor's San Fernando Valley Advisory Committee all addressed the Board prior to the final vote.

Mayor Bradley applauded the work of the various agencies that made this plan possible. He stated this plan marked "an important milestone in the development of a coordinated rapid transit system for Los Angeles." He pointed out that it was two years ago when then Secretary of the Department of Transportation, William Coleman,

announced the awarding of funding to Los Angeles "to go forward with the Regional Transportation Development Program," that Los Angeles was given this opportunity to truly begin a rapid transit system.

Bradley concluded by commending the RTD staff for its work; the Rapid Transit Committee for its recommendation, and stated he supported the 18-mile route and hoped the RTD Board would vote for that alternative.

Councilwoman Russell commented that it would take a little more review by her Committee and the L.A. City Council before any formal action would be taken. She added that she could see two specific benefits of this project: 1) Los Angeles can take advantage of mistakes of other areas and benefit from technological developments. 2) It is good to see multiple agencies working together on a multi-modal coordinated transit network for Los Angeles.

Marlee Coughlin commended the RTD for the work it had done and read a resolution of support for rail development passed by the Mayor's San Fernando Valley Advisory Committee. Mrs. Coughlin stated that according to a recent poll taken 55% of those polled in the San Fernando Valley want rail rapid transit as a major part of transportation development. This is true even recognizing that the initial rail line may not go all the way into the San Fernando Valley.

Vote and Financing

The final vote of the Board was 8 to 2, with one director abstaining. The vote was an endorsement of the recommendation by the Board's Rapid Transit Committee which had selected the 18-mile Union Station-North Hollywood subway link.

Even though the Board has recommended the specific rail plan, no final decision can be made until 30 days after the official public hearings are held; they are now tentatively scheduled for next February. The Draft Alternatives

Analysis/Environmental Impact Report is expected to be published and distributed by the end of December, as soon as the Urban Mass Transportation Administration (UMTA) grants its approval.

If UMTA funds final engineering and design, RTD officials believe this would be indicative of the federal agency approving to pay 80% of the subway's construction costs. This would amount to approximately \$970 million in 1978 dollars. The remaining 20% local share can come from state gasoline taxes approved for transit development four years ago and other local sources.

The key to this proposed plan is that there is the opportunity to build the starter line without any new taxes.

L.A. POLL FAVORS RAPID TRANSIT

Sixty-nine percent of voters in Los Angeles County favor a long-term system combination of rail and bus. Almost three-fifths of the voters also endorse a sales tax increase to fund the integrated public transportation network.

According to the survey conducted by Opinion Research for the Los Angeles County Transportation Commission, the voters showed strong support for improved mass transit.

"This is a positive sign that public transit development in Los Angeles is not a lost cause," said Jerome Premo, LACTC Executive Director.

Some 58% of the voters said they favored a 1/2¢ increase in the state sales tax to pay for a rail and bus system. Such a levy could yield about \$180 million and would generate as much money as a 6¢ hike in the gasoline tax.

The poll also found that people are aware of the energy situation and the possibility of gas rationing.

OIL, A VITAL KEY TO FUTURE

The following is an editorial reprinted from the *Duluth News-Tribune*, giving a critical analysis of the future of our nation as it depends on oil:

"It would seem a gross simplification to believe that our nation's problems stem primarily from a shortage of rotted vegetable matter.

Nevertheless, the U.S. Commerce Department's recent report on the latest monthly deficit in foreign trade reveals that America's problems are very much related to oil, and how much of it we must import.

The trade deficit in April was \$2.86 billion, the fourth largest monthly deficit on record. Also, this was the 23rd month in a row in which we have recorded a trade deficit. While oil imports are a major cause of the deficit, car imports are also a significant factor. These two imports, of course, are related, because Americans continue to buy smaller, foreign cars to get better gas mileage that still isn't available in American cars.

This ongoing and increasing trade deficit is a major cause of inflation, of the dollar losing purchasing power compared to other currencies.

Inflation, in turn, encourages unemployment, as business owners find their capital goods and raw materials more and more expensive, thus cutting into the dollars that could be used for new employees.

Unemployment can increase crime rates for people who cannot find legitimate sources of income. Those out of work who have no stomach for crime, still have a stomach to feed, so they turn to welfare. As the welfare burden becomes larger, taxes must rise to pay the larger costs of welfare.

It is a very vicious cycle, but one nevertheless which has a rather clear beginning: oil consumption. If we could limit or reduce consumption, we could reduce imports. With reduced oil imports, the trade deficit could be corrected, and inflation slowed, which could

encourage new investments, business expansion, and new jobs.

How do we cut consumption? Smaller cars and mass transit. There isn't much mystery to it."

(Rapid Transit will help to conserve energy and oil)

THE NATION'S CAPITAL FINDS PUBLIC TRANSIT IS VITAL

In the July 28, 1978 issue of *Passenger Transport* the following report was made:

"Residents of the Washington D.C., metropolitan area found out the hard way this week that public transportation plays a big role in keeping traffic moving smoothly. Their neighbors to the northeast found out just how important public transportation is to air quality.

Officials at the Metropolitan Area Council of Governments (COG) said the Washington areas record heat and humidity caused a pollution alert which happened to correspond with the Washington Metropolitan Area Transit Authority's five day wildcat strike.

But officials at the Maryland Bureau of Air Quality Control in Baltimore agree with COG officials and the National Weather Service that Washington's transit strike and northeasterly winds contributed to Baltimore's air pollution alert.

The Washington Post reported that nearly 40% more cars were on the road Friday, July 21, because commuters could not ride the bus or subway. COG officials said strong surface winds and a partial cloud cover kept the already high air quality index in Washington from shooting higher.

Those winds that saved Washington delivered the pollution to Baltimore, however. The Baltimore index of photochemical oxidants rose from 34 parts per million at noon Friday to 107 parts per million at 3 p.m."

RTD RAPID TRANSIT MILESTONES

- o 1964 — SCRTD created by state legislature and given mandate to design, construct and operate rail rapid transit system in Los Angeles County. No taxing authority given SCRTD.
- o 1968 — SCRTD proposes 89-mile rail system at cost of \$2.5 billion. Plan defeated at polls — 45% "yes" vote attained. Voters within City of Los Angeles do approve plan.
- o December, 1971 — SB 325 Legislation signed into law providing ongoing subsidies to transit operators. First "Starter Line" proposed to travel from downtown Los Angeles south towards Long Beach. District proposed San Bernardino Express Busway Project funded by Federal government.
- o November, 1972 — Eight month technical analysis began to identify need for rapid transit system in Los Angeles County.
- o July, 1973 — A 140-mile priority rail system is unveiled to the public at a cost of \$3.4 billion.
- o March-April, 1974 — A revised July, 1973 plan is unveiled. Revised plan calls for 145-miles of priority rail plus near term (5 year) bus improvement program.
- o June, 1974 — Proposition 5 passes in State of California and in Los Angeles County. Legislation provides for first time diversion of highway gas taxes specifically for rail rapid transit construction.
- o June, 1974 — El Monte/Los Angeles Busway goes into full operation over 11½ miles from terminal station in El Monte, with two on line stations (Cal State University at Los Angeles and County/USC Medical Center) and into downtown Los Angeles.
- o November, 1974 — Proposition A is defeated as 47% of needed 51% vote in favor of 145 mile rail rapid transit system. In City of Los Angeles, vote is 60% in favor of proposal.

- March, 1975 — Rapid Transit Advisory Committee (RTAC) created by RTD Board of Directors. Committee marked first cooperative effort of RTD, key Cities and the County of Los Angeles, State and Federal governments all working together to improve transportation in Los Angeles.
- September, 1976 — RTAC completes study and recommends 4-Element Regional Transportation Development Program of which Element IV is Regional Core Rapid Transit project.
- December, 1976 — U. S. Department of Transportation awards Los Angeles \$11 million to proceed with preliminary engineering, environmental studies and technological analyses for all four elements of the RTDP.
- May, 1977 — Funding received to commence Regional Core Rapid Transit alternatives analyses.
- August, 1977 — Community Participation program for development and review of alternatives analyses begins with public.
- October 12, 1978 — RTD Board of Directors recommends 18-mile subway rail line from downtown Los Angeles to North Hollywood as preferred alternative for transit development.

Future Schedule

- November, 1978 — UMTA approves printing of Draft Report on results of Regional Core Analysis and Environmental Study.
- December, 1978 — Draft Report printed and distributed to all interested parties.
- October, 1978 — January, 1979 — Community and Organizational Meetings held throughout Regional Core to review Draft Report results.
- February, 1979 — Official Public Hearings to be held.
- March-April, 1979 — Printing and distribution of Final Report. Submission of modified grant application to UMTA for preliminary engineering and final design funding.

- Summer, 1980 — Construction begins.
- 1986 — Construction of rail line complete, operation begins.

RAPID TRANSIT STUDY CONCLUSIONS

The major conclusions resulting from the comparison of the five rail rapid transit/bus alternatives with the six all-bus alternatives in the Regional Core Area are set forth below. These conclusions will be thoroughly explained at the many community and organizational meetings up to and including public hearings in February.

1. There is a definite need for more efficient and effective public transit service in the Regional Core.
2. Because of greater travel time savings, reliability and comfort, the rail rapid transit/bus alternatives would attract significantly more riders than do the all-bus alternatives.
3. Due to the greater patronage, the rapid transit/bus alternatives would be more effective in reducing auto trips and conserving energy.
4. The rail rapid transit/bus alternatives in subway would have a much less adverse impact in the natural and built environments than would the all-bus alternatives.
5. The rail rapid transit/bus alternatives in subway would be more supportive of local and regional land use goals and objectives than would the all-bus alternatives.
6. Implementation of any of the all-bus alternatives would have little effect on the region's economy, whereas any of the rail rapid transit/bus alternatives would result in thousands of additional jobs during the construction period and several hundred permanent jobs thereafter.

7. The capital costs of the rail rapid transit/bus would be much greater than for the all-bus alternatives.
8. Considering the added revenues from the greater patronage, the annual net operating deficits for the rail rapid transit/bus would be much less than for the all-bus alternatives.
9. Because of the reduction in net operating deficit that would result from the implementation of any of the rail rapid transit/bus alternatives, assuming the continuance of presently authorized federal and state funding for transit capital and operations, it would be possible to finance any one of the rail rapid transit/bus alternatives without any need to vote any additional taxes.

SCHEDULED COMMUNITY/ORGANIZATIONS MEETINGS

November 15, 1978 — 12:00 Noon
L. A. Area Chamber of Commerce
404 S. Bixel Street, L. A.

November 16, 1978 — 7:30 P.M.
John Burroughs Jr. High School
Auditorium — Community Meeting
600 S. McCadden Place, L. A.

Call Lou Collier at 972-6456 for information on additional community meetings.

DID YOU KNOW?

THAT: The results of an October, 1978 Los Angeles *Times* reader survey on the question, "What kind of city do Los Angeles residents want?", revealed clean air and a rapid transit system were the numbers one and two priorities. Two readers summed up these priority needs for Los Angeles this way: ". . . without (clean air) we won't have to worry about any of the city's other needs . . . because without clean air, none of us will be around to worry about them." "Los Angeles' biggest, most urgent need is for a good rapid transit system. What good is anything in Los Angeles if you can't get there?"

THAT: The Regional Core Rapid Transit study could help to meet transit needs of that area since the community has rejected construction of both the proposed Beverly Hills and Laurel Canyon freeways. And, further, that one double track rail line is equivalent to three 8-lane freeways!

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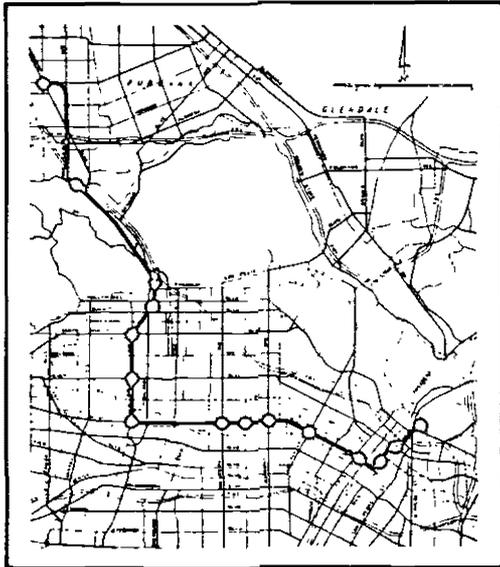
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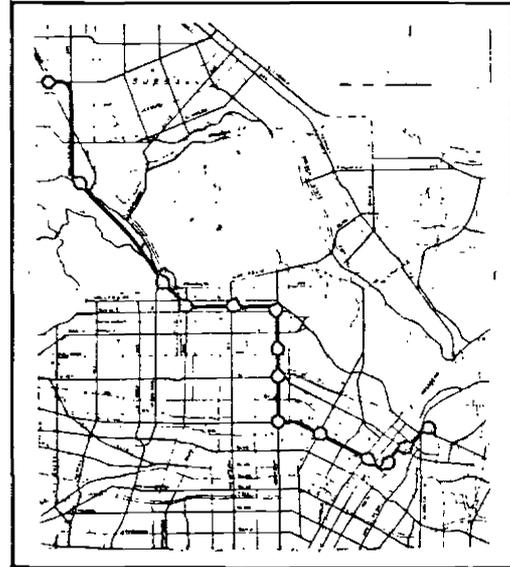
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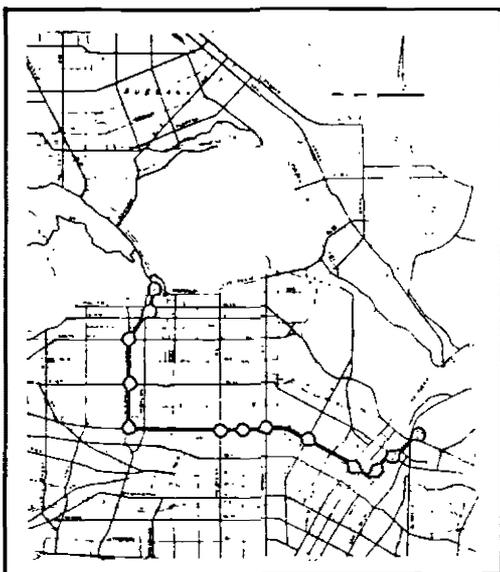
THE FOUR OTHER RAIL RAPID TRANSIT/ BUS ALTERNATIVES



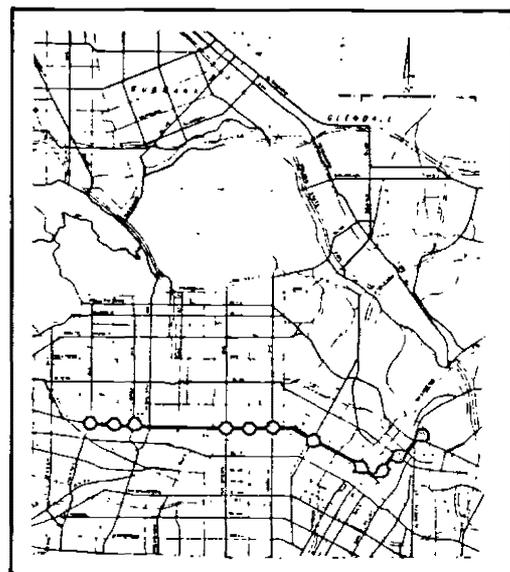
I 16 mi. CBD-Wilshire-La Brea-Hollywood to North Hollywood Rail Rapid Transit/Bus System



III 15 mi. CBD-Wilshire-Vermont-Hollywood to North Hollywood Rail Rapid Transit/Bus System



IV 11 mi. CBD-Wilshire-La Brea (or Fairfax) to Hollywood Bowl Rail Rapid Transit/Bus System



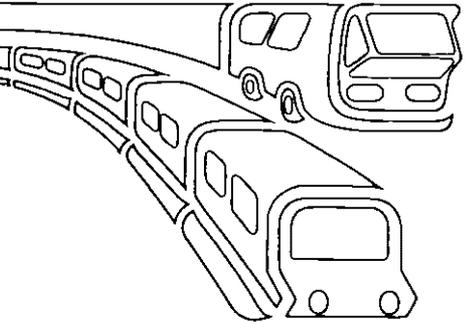
V 8 mi. CBD-Wilshire to Fairfax Rail Rapid Transit/Bus System

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News Release

For Immediate Release

Vol. 3 No. 1
May 1979



PROPOSED L.A. RAIL TRANSIT WOULD BE RAPID, CONVENIENT AND ABOVE ALL SAFE!

When Los Angeles finally starts operation of its first modern day rail rapid transit line, the RTD plans to make it an operation that will meet the needs and desires of its patrons. Los Angeles has the advantage of reviewing and analyzing construction and development of the newest rail transit systems throughout the world. This advantage of review and analysis means the best technological and operational methods known will be incorporated in Los Angeles' rail system.

The Regional Core Starter Line rail proposal linking North Hollywood to Downtown via the Wilshire Corridor will provide many things:

- Job Development
- A boost to local economy
- Less public subsidy for public transit
- Greater mobility and accessibility within and to the Regional Core
- Preservation of the existing communities
- Opportunities for community development and/or revitalization

But these long term benefits are based almost exclusively on one premise: They will occur only if the proposed rail system delivers to its patrons the benefits of speed, convenience and safety.

Faster Travel Times

As to the travel time for the Starter Line, it is

projected that to travel the 18-miles from the North Hollywood terminal to 5th and Broadway downtown, will take 35 minutes. This includes wait and walk times, time spent in getting in and out of and stopping at the 13 stations along the way. When you compare that to 40 minutes by automobile and 55 minutes by bus, one can easily see the time advantage of the rail line.

Furthermore, the travel time by rail would be consistent—independent of weather conditions or freeway and street congestion—every day of the year!! (See Travel Time Chart)

More Convenient

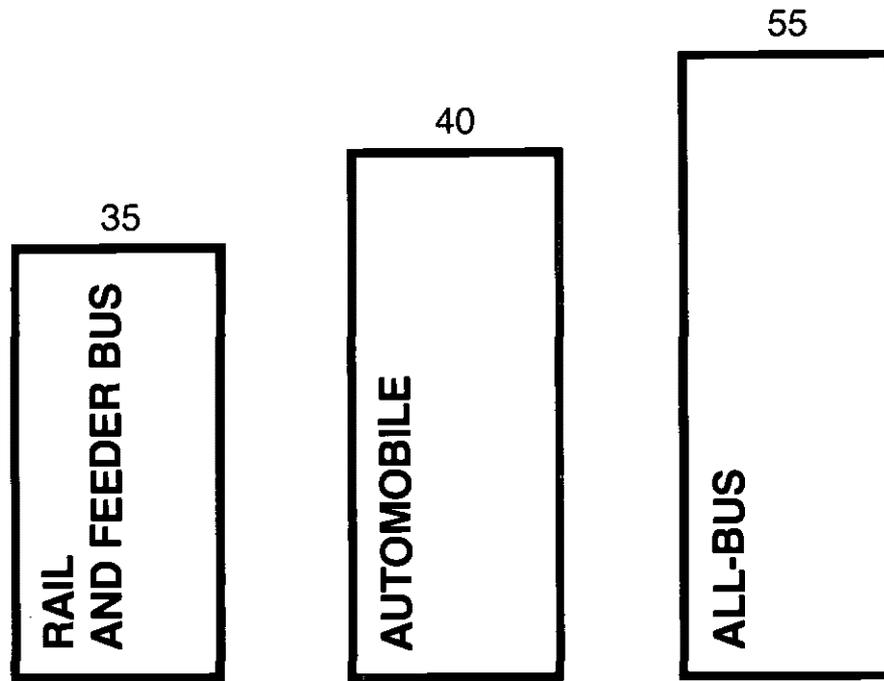
With the implementation of a rail line, bus lines will be re-routed so as to primarily provide optimum feeder bus service to all rapid transit stations. In addition, stations will be conveniently located so that a patron can walk, drive his car, ride a bicycle, or ride a bus to board the rail system. This will reduce the number of motor vehicles operating in the Regional Core Area thus making mobility within the area greater and accessibility to the many businesses within the area much better.

Both buses and rapid transit trains will run with such frequency that it will be very easy to use the bus/rail system at all times, day or night.

REGIONAL CORE ALTERNATIVES

RUSH HOUR TRAVEL TIME (minutes)

NORTH HOLLYWOOD TO DOWNTOWN



Safe Service

All of the factors that contribute to public use and acceptance of a transit system imply that passenger safety is a major consideration in system design and operation. The rapid transit industry has an excellent safety record in that transit catastrophies have been rare and exceptional. Compared to all other modes of transportation, rapid rail transit as a travel mode rates as one of the highest in safety. Only on rare occasions, must passengers be evacuated from a train or bus.

The SCR TD is taking every precaution in designing a safe system for Los Angeles. Utilizing the latest tunnel boring technology to construct a subway line will provide a safe and environmentally acceptable facility. According to geological boring samples of the soil in Los Angeles, and according to a report from Eric Lindvall of Lindvall, Richter & Associates, Earthquake Sciences and Engineering, subways in Los Angeles would be very safe, especially during an earthquake, because the subway

would move with the ground not contrary to it. There is no known instance of tunnel collapse due to an earthquake.

The RTD's concern with safety will be manifested system-wide. Transitways are inherently constructed primarily of non-flammable materials, but care will be taken to insure that a safe environment is maintained. An adequate ventilation system will be designed to properly control air movement in all segments of the system.

Stations will be designed to facilitate passenger movements to exits with minimum interference, and emergency exits between stations would be provided. Passenger vehicles would incorporate means for emergency evacuation and emergency tunnel and vehicle lighting would be automatically provided.

A cleaning train is included in the rapid transit equipment roster that would vacuum dust and paper from the subways and wash down interiors.

Communication and alarm systems, linked to a Central Control, are planned that will alert supervisory personnel of any emergency situation. It will be SCRTD policy to hold employee emergency drills on a regularly scheduled basis to assure that emergency apparatus, procedures and transit personnel can be effective when needed.

It will be District policy not to carry any revenue passengers until emergency drills have been formulated, operating personnel have been trained and all procedures have been demonstrated successfully to cope with any foreseeable emergency. Formal cooperative agreements with local fire and police agencies would be included in all public safety policies and procedures, communication systems and training programs.

In summary, the District would establish procedures, provide materials, equipment, and a staff of well trained employees assuring the highest degree of public safety.

TRANSIT PRODUCTIVITY AND PERFORMANCE SEMINAR HELD IN LOS ANGELES

On January 10 and 11, 1979, Los Angeles hosted the first of five Regional Meetings on Productivity and Performance in the transit industry, and local, state and federal government. The two-day meeting was held at the Los Angeles Hilton Hotel, and sponsored by the U.S. Department of Transportation through the American Public Transit Association (APTA), the Urban Consortium and Public Technology, Inc.

The purpose of the meeting was to provide a forum for the exchanging of ideas and programs that can cut the costs of providing transit services and/or improve system operating efficiency and effectiveness. Representatives of every level of government from all over the country joined Los Angeles and other cities' transit operators in defining the need for improved transit efficiency and effectiveness.

For the two day meeting, the format was to hold general sessions of panel discussions on major issues, followed by workshops to discuss in more detail the same and other issues. From the workshops, specific programs and ideas were to be incorporated into a "Transit Actions" book of techniques for improving productivity and performance.

These transit actions generally represent programs that have already been implemented somewhere in the United States. The booklet will be made available to the entire transit industry after the fifth Regional Meeting in Boston May 21-22, 1979.

There was a vast array of programs, ideas, proposals, and comments presented during the two day meeting. Some of the more important and interesting issues discussed included:

- a widely prevalent opinion that the Urban Mass Transportation Administration is compounding the difficulty experienced by transit operators to demonstrate sound financial performance. This opinion insists that UMTA's sole function should be to disburse funds equitably and efficiently. For example, Los Angeles should receive back from the Federal government a prorated share of taxes already paid in for transit development projects.
- Given the facts of past and present inflation, and future projections, it is imperative to press for capital investments in transit today. This relates most specifically to rail development in certain dense corridors where it is well known that rail transit is needed.
- Agreement that patronage gains for the transit systems of the future will derive from two groups: (1) white collar middle and upper class commuters, (2) transit dependents who are poorly served by today's overloaded transit systems.

- The key to progress for public transit is in the hands of local officials who must cooperate on the direction and timing for transit development in their respective communities. Direction will not be coming from the federal or state governments.
- It is inevitable that the Federal Highways Administration (FHWA) and the U.S. Department of Transportation will merge. This means more use of existing rights of way for transit development.

The two day meeting concluded with the Honorable Terrance L. Bracey, Assistant Secretary for Governmental Affairs, U.S. Department of Transportation; Charles F. Bingman, Deputy Administrator of UMTA; and Walter J. Bierwagen, Vice-President and General Executive Board Member, Amalgamated Transit Union, all addressing the major issues of labor-management relations, cost-effective transit projects and governmental cooperation and coordination — all issues that the transit industry must deal with now and in the foreseeable future. They all agreed, as did all participants, that there is an ever increasing need to vastly improve public transportation systems throughout the country as soon as possible.

DID YOU KNOW?

- THAT: By 1980 you may be paying 47% more for gasoline than in 1978. This means that if you are the average driver (10,000 miles per year) it will cost you between \$192 and \$250 more a year for gas alone. (Time)
- THAT: The United States uses 18.6 million barrels of oil daily, almost one-third of the entire world production. U.S. automobiles burn some seven million barrels of petroleum daily, almost as much as the Soviet Union's total needs and substantially more than Japan's. (SCB)
- THAT: California has 10% of the nation's population but uses 15% of oil produced energy. (U.S. Department of Transportation)
- THAT: According to a study by the Pennsylvania Department of Transportation, Pennsylvania DOT's public transit program is saving each household in the state \$160 per year on energy costs alone, because Pennsylvanians use their auto ownership more efficiently, coordinating it with public transit service.
- THAT: Edmund Russ, Chairman of the Los Angeles County Transportation Commission (LACTC) for 1979, has four specific goals for this year and the first one is "A final determination on the type of rapid transit system desired (in Los Angeles) and a timetable to implement it." (ON THE MOVE)
- THAT: The federal government has passed laws requiring that the artifacts and relics of the past not be destroyed when a particular area is about to be dug up, such as a subway tunnel or subterranean rapid transit station. These laws are the Antiquities Act of 1906, the National Historic Preservation Act of 1966, the U.S. Department of Transportation Act of 1966 and the Archaeology and Preservation Act of 1974, applying only to projects that are federally funded.
- THAT: More than 1,150,000 boarding passengers a day use public transportation in Los Angeles. They travel across a service area bigger than the combined areas served by transit agencies in Washington, San Francisco, Baltimore, and Atlanta. (RTD statistics)

**PER CAPITA CAPITAL COMMITMENTS
FOR PUBLIC TRANSIT**

URBANIZED AREA	TOTAL TO DATE (IN MILLIONS)	PER CAPITA
ATLANTA	\$ 853	727
MIAMI	600	492
WASHINGTON	1,143	461
BOSTON	1,003	378
BALTIMORE	494	312
SAN FRANCISCO	601	201
DETROIT	695	178
PHILADELPHIA	550	137
NEW YORK	2,195	135
CHICAGO	859	128
PITTSBURGH	168	91
LOS ANGELES	352	43

THAT: Due to the fact that local agencies and the general public have heretofore not been able to reach agreement on a rail rapid transit project, Los Angeles has received back far less federal tax dollars per capita for transit development than the country's other major cities. Isn't it about time for a united effort!! (See Table above)

**STATUS OF DRAFT REPORT &
PUBLIC HEARINGS**

The Draft Report on the evaluation of Transit Alternatives in the Los Angeles Regional Core, which has been in preparation for the past two years, has been in "camera ready" form in Washington, D.C. awaiting Administration authorization to print since April 20, 1979. Approval is expected momentarily.

Official public hearings on this report will be held within 30-40 days after it has been printed and distributed. The specific dates, times and

locations of the hearings will be advertised in the papers and will be given in the letters transmitting the Report to all concerned agencies, organizations and individuals.

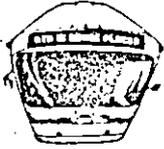
**YOUR ACTIVE PARTICIPATION
IS NEEDED.**

The future of rapid transit in Los Angeles will most certainly affect you. Therefore, you are urged to carefully consider the results presented in the Draft Report and to make known your preference among the alternatives at one of the upcoming official public hearings. You can do so either orally or in writing or both.

If you have any questions or need further information, please call Lou Collier at (213) 972-6456 or write to:

Rapid Transit Department
SCRTD
425 S. Main Street
Los Angeles, Calif. 90013
ATTENTION: Lou Collier

First-Class Mail
U.S. POSTAGE
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Los Angeles, Calif.
Permit No. 28201



RTD NEWS

RTD-227

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
425 South Main Street, Los Angeles, California 90013
(213) 972-6323

Contact: Jim Smart/Mike Barnes

September 20, 1979

FOR IMMEDIATE RELEASE

RTD BOARD ADOPTS ROUTE OF NEW LOS ANGELES SUBWAY

The RTD Board of Directors made its final recommendation September 20 on a plan calling for construction of an 18-mile rail rapid transit starter line connecting downtown Los Angeles and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, Central Hollywood, and the Hollywood Bowl.

"This is the beginning of a new era for public transportation in Los Angeles," said Marvin L. Holen, RTD board president. "Our decision today is another major milestone leading to the construction of a \$2 billion project that will serve hundreds of thousands of people."

"No tax increase or new tax will be required to finance the plan," Holen added.

RTD General Manager Jack R. Gilstrap said the board's decision comes after more than two years of studies on where the route of the subway should go.

"Federal, state, county and Los Angeles city officials, as well as RTD engineers and planners, were involved in the study called an Alternatives Analysis and Environmental Impact Statement," Gilstrap said. "The report spelled out 11 different plans for improving mass transit in the "regional core," a 55-square mile area encompassing downtown Los Angeles, the

Wilshire area, Hollywood and North Hollywood.

The route formally adopted by the board calls for construction of a subway running from Union Station south beneath Broadway, west on Wilshire Boulevard to Fairfax Avenue, then north through Hollywood terminating at Lankershim and Chandler Boulevards in the San Fernando Valley.

The board also called for establishment of subway stations at the following locations: Union Station, Civic Center, 5th Street and Broadway, 7th and Flower Streets and then along Wilshire Boulevard at Alvarado Street and Vermont, Normandie, and Western Avenues, and Crenshaw Boulevard, La Brea Avenue and at Fairfax Avenue. The line then travels north on Fairfax with stations at Beverly and Santa Monica Boulevards. From there the route will pass through Central Hollywood into the San Fernando Valley with stations at Hollywood Boulevard and Cahuenga Boulevard, Hollywood Bowl, Universal City and on Chandler Boulevard west of Lankershim Boulevard.

The RTD board held six public hearings throughout the regional core area July 9, 10 and 11. Over 400 interested citizens and civic groups attended the hearings. More than 100 different letters also were received. The great majority recommended adoption of the route approved by the RTD board.

#

Pomona, Calif.
(Los Angeles Co.)
Progress Bulletin
(Cir. D. 40, 265)
(* Sun. 41,005)

SEP 14 1979

Allen's P. C. B. Est. 1888

State bill generates rapid transit funds

SACRAMENTO (AP) — The state Senate has approved a bill to generate more than \$1.5 billion in federal funds for a "starter" rapid transit line in Los Angeles.

Wednesday's 27-1 vote sent the bill to the Assembly for action on Senate amendments.

Assemblyman Walter Ingalls, D-Riverside, introduced the bill to exempt Los Angeles County from a requirement that unused gas tax funds for rapid transit revert to the state highway account at the end of each year.

AB1429 would allow the county to retain its share of the rapid transit money for up to three years — about \$100 million — to provide matching funds for the larger chunk of federal dollars.

In debate, Sen. David Roberti, D-Los Angeles,

said the measure would boost the county's bid for federal funds by demonstrating a "serious state commitment" to rapid transit.

The Southern California Rapid Transit District has submitted an environmental impact report on the proposed 18-mile line to the federal government.

The bill would also require:

—Local agencies within a county to contribute 5 percent of the construction cost of any mass transit system for which the state Transportation Commission allocates funds after March 1, 1980.

—The Los Angeles County Transportation Commission to pursue a special assessment district or value-added tax to fund the capital or operating costs of a Los Angeles rail system.

Santa Monica, CA
(Los Angeles Co.)
Evening Outlook
(Cir. D. 38,100)

SEP 13 1979

Allen's P. C. B. Est. 1888

\$2 billion project

State Senate OKs funds for LA subway system

11 39 Evening Outlook News Services

Approval to spend \$112 million in gasoline tax revenues for a Los Angeles subway system during the next three years was voted by the state Senate in Sacramento Wednesday.

Under the bill, which is expected to win Assembly approval today, the state would share in the \$2 billion project,

which calls for construction of an 18-mile "starter line" from Union Station generally following Wilshire Boulevard to North Hollywood.

The bill assures state money will be available to match any federal funds for the project, and would permit the Southern California Rapid Transit District to keep surplus gas tax money for three years rather than returning it to the state.

The bill, AB1429, by Assemblyman Walter Ingalls, D-Riverside, passed the Senate Wednesday on a 27-1 vote.

However, amendments to the bill by Senate Majority Leader David Roberti, whose district includes the proposed project, require an intensive review of the process by which the RTD settled on the Wilshire Boulevard project.

The amendment calls for the California Transportation Commission to review RTD's public hearing process before releasing the \$112 million over the three year period.

Los Angeles area transit officials have expressed concern that the plan could be jeopardized because the state commission could withhold payments if it finds public hearings on the Wilshire route were not "open and fair."

Los Angeles, CA
(Los Angeles Co.)
Los Angeles Times
(Cir. D. 1,034,329)
(Cir. Sun. 1,332,875)

SEP 6 1979

Allen's P. C. B Est. 1888

WIDER TRANSIT PLAN URGED BY CHAMBER

The Century City Chamber of Commerce has urged the board of the Southern California Rapid Transit District to consider extending a proposed transportation system to Beverly Hills, Century City and Westwood.

The chamber has asked the RTD to extend further into the westside an 18-mile starter line subway rail system, which is one of 11 possibilities under consideration.

The starter line subway system would connect downtown Los Angeles with the Wilshire and Fairfax districts, and then tunnel under Hollywood to North Hollywood in the San Fernando Valley.

Whittier, Calif.
(Los Angeles Co.)
East Whittier Review
(Cir. W. 51,700)

SEP 6 1979

Allen's P. C. B. Est. 1888

Editorial

Freeway congestion shows transit need

The congested freeway traffic and shortage of parking in downtown Los Angeles since the Rapid Transit District workers went on strike over a week ago demonstrate that the RTD does fulfill a need in the Southland and the buses do not always roll empty.

The morning and evening freeway traffic has doubled in some areas some the buses stopped taking the commuters downtown from the stop-and-ride terminals in the outlying areas. Businesses in some areas have also reported a drop in trade since the elderly and others who do not drive cars lost their source of transportation.

County and local officials who continually oppose a feeder mass transit system from outlying communities into downtown Los Angeles — such as the one the Board of Supervisors recently rejected — should keep in mind the additional freeway traffic the next time they argue that no one would use a mass transit system.

Encino, Calif.
Graphic Sun
Serving: Sherman Oaks,
Van Nuys, Studio City,
Taluca Lake & North
Hollywood
(Cir. W.)
SEP 5 1979

Allen's P. C. B. Est. 1888

Will Subway Line link Valley to Beverly Hills?

1134

SCRTD Board of Directors has been urged by Century City Chamber of Commerce to consider linking Beverly Hills Century City and Westwood/UCLA, according to the Chamber's Transit Chairman Warren Martin, of Tosco, Inc.

The Chamber is leading an effort to convince SCRTD to extend its starter line to serve the Westside. As one of 11

alternatives, SCRTD has proposed, as Alternative II, an 18-mile starter line rail subway system that would connect downtown to Wilshire and Fairfax, then tunnel under Hollywood to North Hollywood in the San Fernando Valley.

According to Martin; "The chamber board supports this Alternative since it

comes closest to the Westside, but we are strongly urging RTD to extend the subway under Beverly Hills and Century City to Westwood/UCLA.

"We feel SCRTD will find that the Wilshire line better meets the following seven RTD evaluation criteria: cost, community and regional planning objec-

tives, community and political support, patronage projections, usability as a segment if no further rail transit is constructed, speed of construction and fundability."

For additional information contact the SCRTD Board of Directors, 425 S. Main St., Los Angeles, California 90012 or call Warren Martin at 552-7154.



Los Angeles, Calif.
(Los Angeles Co.)
Los Feliz Hills News
(Cir. 2xW. 21,450)

SEP 5 1979

Allen's P. C. B. Est. 1888



SUBWAY — Sheldon Davidow, director of governmental affairs for the Hollywood Chamber of Commerce, speaks to the Southern California Rapid Transit District Board of Directors Rapid Transit Committee concerning the chamber's dissatisfaction with the current proposal for a subway line from downtown through the Wilshire corridor and then north at Fairfax Avenue through Hollywood to North Hollywood. The chamber spokesman said a route should be adopted to exclude nearly all of the Wilshire area in favor of going north on Vermont Avenue and across Sunset to serve Hollywood better. (Bob Waits Photo)

Los Angeles, Calif.
(Los Angeles Co.)
Wilshire Press
(Cir. 2xW. 42,125)

SEP 5 1979

Allen's P. C. B. Est. 1888

Name calling

1131
An official of the Southern California Rapid Transit District accused some local community groups of being "trapped in ethnic parochial provincialism" during discussions of the proposed \$2 billion subway route. Minority community and Hollywood business leaders appeared at an RTD Transit Committee meeting to voice their displeasure over what they termed an effort by RTD officials to steamroll them into accepting the proposed Wilshire-Fairfax Corridor subway route. The 18-mile RTD line, which is expected to be approved formally in October, would originate in the central business district and terminate in North Hollywood. The protestants said they favored a route east of Fairfax, such as the Vermont Avenue alternative.

ute dispute

Subway funding in Senate

By Kevin W. Fitzmaurice

State Senate is scheduled this week to take up the issue of funding for the proposed subway to run from downtown through the Wilshire corridor to Fairfax Avenue and then northeast through Hollywood to North Hollywood.

The help of State Senator David Roberti recently was elicited by dissenters to the route, primarily the Hollywood Chamber of Commerce, and last week the senator added an amendment to the statute for state funding.

That amendment, open to debate and change on the Senate floor, would require that the state Transportation Commission make three findings before approving allocation of the state's portion of funding for the project.

Those findings, according to Michael Woo, an aide to Roberti, include that public hearings were conducted by Southern California Rapid Transit District (RTD) Board of Directors in a proper manner, that the data used to support the RTD board's findings is accurate and that the RTD board gave significant consideration to alternate routes.

The Hollywood chamber managed to arrange for a hearing last week before the RTD board's Rapid Transit Committee, at which time it voiced its contention that a different route turned down by the RTD board should be chosen.

were shown more courtesy.

The chamber representatives told the board directors that none of the three findings which Roberti eventually incorporated into the state statute for funding were met before the RTD board finished its hearings in July.

Sheldon Davidow, director of governmental affairs for the chamber, told the directors that their analysis had significantly undercounted ridership on the chamber's preferred route, in particular, undercounting ridership of those using various hospitals on the alternate route and not counting persons using Braille Institute, Hollywood tourists or considering plans for growth in the Hollywood area.

Davidow also charged that hearings were not properly publicized in the Hollywood area and said that all the hearings the RTD board conducted were situated along the route it chose.

"What we have is a pre-condition for Alternate 2," the Wilshire corridor route, the RTD board has indicated it supports, Davidow said.

But the RTD board directors' response was to castigate Davidow and the chamber in general.

Director Marvin Holen said "Shel Davidow is here representing a very narrow, commercial interest," later adding that "It almost sounds like this is supposed to be a Hollywood subway, not a Los Angeles subway."

Subway route dispute surfaces

(Continued from Page 1)

pointed out that the majority of the RTD board members were elected to represent constituencies that will not receive any direct benefits from the starter route.

Following that line, Director Jay Price, pointing out that he represents the southern part of the county, including Whittier and Long Beach, caustically complained to Davidow, saying "You're getting the only thing I'll see in my lifetime..."

"If I'll go for it, brother you'd better be able to go for it. I've leaned over backward so far...that if anyone throws a monkey wrench in it at this time and kills it, I'll wash my hands of it."

Mike Sims, executive director of the Hollywood chamber, addressed the board later and reiterated that the chamber believed that RTD had undercounted ridership along the route the chamber favors.

To that, RTD Director Hayward retorted "Liars figure and figures lie," adding that anyone can come up with whatever statistics they want to show why the starter line should be routed to their particular neighborhoods.

The particular agenda item for the RTD meeting

noted only that discussion was to be on where to locate one of the Hollywood stations, at Las Palmas and Selma Avenues or farther east at Cahuenga.

The diversions of the discussion to what route should be chosen only irritated the RTD directors even more.

But most speakers did provide more input as to which location should be chosen for the station, all of them preferring the Cahuenga site.

The Hollywood Chamber of Commerce noted that 45 community organizations have united in the effort to re-route the starter line.

Los Angeles, Calif.
(Los Angeles Co.)
Wilshire Press
(Cir. 2xW. 42,125)

SEP 5 1979

Allen's P. C. B. Est. 1888

That route would exclude most of the Wilshire area in favor of going north on Vermont Avenue and west across Sunset Boulevard and then north to North Hollywood, thus devoting most of the run to the Hollywood area.

But at the hearing, the RTD board directors displayed nothing but irritation with the two chamber representatives who spoke, although other speakers

Several of the board directors repeatedly asked those testifying at the meeting to set aside "parochialisms" and not look at the subway in terms of benefits to any particular constituency but on a larger scale for its benefits as a starter line for the Southern California area as a whole.

Director David Hayward

(Continued on Page 2)

Glendale, CA
(Los Angeles Co.)
News Press
(Cir. D. 19,670)

AUG 10 1979

Allen's P. C. B. Est. 1888

1139
Chamber Commentary

Mass transit overdue

By ALDEN SCHLATTER

Transportation and Energy are popular subjects these days and you can hardly talk about one without the other as something like 65 percent of all energy use is for transportation of one kind or another.

Of the energy used for transportation, over 50 percent is by autos, 25 percent by trucks, 15 percent for airplane and 8 percent by rail, less than 1 percent is used by buses.

There are studies being made constantly on energy efficiency and when talking about passenger service, naturally autos are the least energy efficient with airplanes and rail service far out in front, followed by buses and then the auto, but the auto takes you where you want to go.

Taking freight into

consideration trucks are about 1/4 as efficient as rail, but you can't get rail service everywhere and air freight comes in an expensive third.

For years there have been lots of talk and piles of studies done on mass transit systems. Except in highly congested areas, patronage has been a problem where mass transit is available. With the increase in energy costs, lots of people are changing their habits and using such things as RTD, van pooling, car pooling and trains.

Studies by Cal Trans show that inquiries for car and van pooling have increased by seven or eight times when comparing May and June of 1979 with the same months in 1978. Train usage is up 40 to 50 percent on many lines and June freeway usage is down

something like 14 percent since the gas lines appeared and gas costs increased to \$1 per gallon.

It doesn't take a genius to figure out that many of these trends to mass transit will continue as energy costs will not be going down, at least for the foreseeable future. As Cal Trans has stated there are several ways to become more efficient and save money. Cut the number of trips, increase the occupancy of autos when possible, and increase the mileage per gallon on vehicles. Only the auto manufacturer can accomplish the latter but we can all work on the first two. In addition, the time has arrived to quit talking about mass transit and get reasonable and cost-efficient projects underway.

LETTERS

Civic Center News August 7, 1979

The Coalition for Rapid Transit wishes to express its support for the highly innovative Starter Line proposal of the Southern California Rapid Transit District. We believe that the Starter Line is a limited but attainable objective. It addresses two of the three priorities for rapid transit in the City of Los Angeles,

Transit wishes to propose three modifications to the Starter Line proposal, and specifically to Alternative II, the recommended proposal which it otherwise favors. These modifications include an accelerated time schedule for construction, substitution of a stop at the Hollywood Bowl for one at Hauser/Wilshire and construction of a subway

namely improved access from the San Fernando Valley and relief of congestion in the Wilshire Corridor. We anticipate that the third priority, better access from south Los Angeles will be the next order of business for expansion of the Starter Line.

Participants in our Coalition include the Sierra Club, NAACP, Women For, Watts Labor Community Action Committee, Citizens for Rail California LA Chapter California Society of Professional Engineers, Watts-Willowbrook Chamber of Commerce and others. Like the SCRTD Board of Directors, we favor Alternative II, the 18-mile subway, of the eleven proposals described in the Environmental Impact Report -- but with a few modifications.

It is fitting that the Starter Line begins in North Hollywood since this community at the foot of Cahuenga Pass has had the historic role of a "port" or gateway between the San Fernando Valley and the flatlands of the Los Angeles Basin. North Hollywood was once the commercial capital of the Valley. With its new role as a key rapid transit terminal and freeway-intercept the community can expect a strong revival of its commercial activity.

Lease of air rights above and concessionaires within the rapid transit terminal could pay for the construction of the station and even make it a more luxurious facility serving both commuters from the valley and the North Hollywood community itself.

loop in the Central Business District.

1) Accelerated Time Schedule for Construction

The SCRTD time schedule for construction of the subway runs to 1986. We should like to suggest that SCRTD submit a budget for completing the Starter Line in three years instead of six years by use of several construction companies starting simultaneously at different points on the route. The Coalition believes that a faster construction schedule could even save costs because the impact of inflation (10-15% in the construction industry, plus bond interest charges) would be considerably reduced.

A three-year schedule would also prepare the city to accommodate the crowds anticipated for the 1984 Olympics. The need for a rapid transit alternative to the automobile is more urgent than the relaxed SCRTD schedule would indicate. The State of California (SB260) has now declared itself into a large role in rapid transit, so that advance funding for a fast schedule is in sight.

2) Substitution of a Hollywood Bowl Stop for Hauser/Wilshire Stop

One of the most heavily used and low-priced cultural assets in the city is the Hollywood Bowl. To omit it from the Starter Line, as a senior staff member of SCRTD has recommended, would be a major error. While its peak usage is in the summer months, the same can be said of Universal City which (deservedly) rates a transit stop. The Bowl's large parking lot

Continued on page 30.

areas would make it a great daytime Park & Ride Transit station. If the cost of a stop at the Hollywood Bowl is a deterrent, then let us re-order our priorities for Alternative II, the Hauser/Wilshire stop can be eliminated by setting the Fairfax and La Brea stop a bit closer (Fairfax/Genesse, La Brea/Cochran). These moves would still serve the Miracle Mile area well and offset the cost of a stop at the Hollywood bowl.

3) Construction of a Subway Loop in the Central Business District

The proposed alignment of the subway downtown reaches the southern and eastern parts of the CBD, but neither the Music Center complex to the north nor the high rise buildings to the west, along Flower and Figueroa, are served. Substitution of a subway loop via 1st and Flower Streets would cost less than the \$174 million Downtown People Mover proposed by the SCRTD. A subway loop would provide faster, more frequent service in a secure environment, without the need to

change vehicles. The DPM is a Mickey Mouse contraction which is an absolute menace to rapid transit since it competes with for physical space as well as for federal and local funds. The DPM presents the most awkward possible interface with a subway with one 50 feet below ground and the other 20 feet in the air. In short, the Coalition regards the DPM as a terrible waste of public money since it makes no real contribution to the development of a mass rapid transit system. The funds for the DPM should be re-allocated into a subway loop for the Central Business District.

While all of us in the Coalition support SCRTD's subway Alternative II, with these alterations, we are also keenly aware of the need for action on the third priority, a rapid transit line to south Los Angeles via Figueroa (or Vermont). We are totally against the CALTRANS freeway transit proposal.

Rapid transit is an idea whose time has come. Let us move quickly. The Starter Line is here for action.

Abraham J. Falick, PhD
Chairman, Coalition for Rapid Transit

AUG 1979

Allen's P. C. B. Est. 1888

RTD Proposes Subway Lines Serving Los Angeles, Westside

1139

By Steve Lantz
Executive Vice President,
Century City Chamber of Commerce

Southern California Rapid Transit District is waging a low-key campaign to construct a \$2 billion subway starter line with no new taxes.

The proposed rail subway will link downtown to mid-Wilshire and Universal City in the San Fernando Valley. If there are no complications, the eight-mile system could be completed by 1986 or '87.

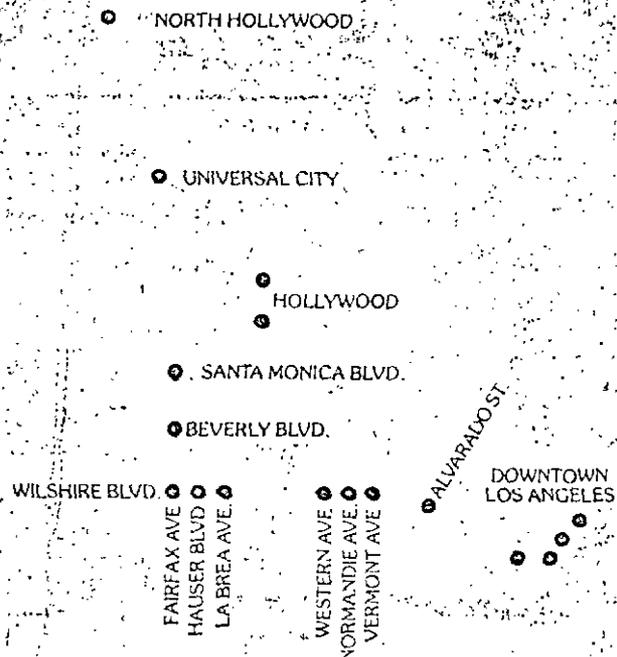
The RTD Board has investigated 11 alternatives for the starter line. The consensus recommendation of most public agencies and civic organizations supports Alternative II. (Los Angeles City Council unanimously supports this approach.) This alternative starts at Union Station and provides an 18-mile subway under Wilshire Boulevard west to Fairfax, then northeast to the Hollywood Bowl and under the Hollywood freeway through Universal City, with the terminus at Chandler and Vineland in North Hollywood. Seventeen stations are planned. Because of new tunneling techniques, there will be surface disruption during construction.

At its July meeting, the Century City Chamber Board of Directors voted its support for this alternative since it comes closest to Century City on Wilshire Boulevard. With Express Bus service from the Fairfax station, Alternative II will provide a viable commuting alternative for the estimated 5,000 daily commuters to Century City from the East Valley and Hollywood areas. With an Express Bus link, the rail system should be as quick as commuting by car.

The 18-mile route will cost \$2 billion. The Federal Urban Mass Transit Agency will be asked to contribute 80 percent and the State is being asked to release 15 percent from its Gas Tax revenues. SCRTD would provide the other 5 percent.

Though the Century City Chamber Board supports Alternative II, it has made a strong request for the Wilshire subway to be extended to serve Beverly Hills, Century City and UCLA/Westwood. This could be accomplished in one of two ways. The Wilshire segment could be extended as the second phase after the 18-mile starter line is complete. For the line to be operational before the year 2000 requires an immediate commitment by UMTA and SCRTD.

or call Steve Lantz at the Chamber office, 553-4062. Write today! A two-week delay may mean a two-decade wait for rail rapid transit on the Westside.



The proposed Alternative II route of the Rail Rapid Transit/Bus system will bring passengers closest to Century City. Both the Los Angeles City Council and the Century City Board of Directors support this alternative, which will be financed by the federal Urban Mass Transit Agency, the state of California, and the Southern California Rapid Transit District.

Los
Cont.

A second approach is more direct. An alternative not included as one of RTD's 11 routing alternatives was extension of the Wilshire line to Century City. The Century City Chamber is therefore strongly urging SCRTD to immediately prepare an alternative analysis. This document must be completed by July 1980, so that UMTA can analyze all of the starting line alternatives. Even if our alternative isn't implemented in the first phase, the research will be usable in the second phase.

The Westside extension can be justified based on the following seven SCRTD evaluation criteria:

Cost, community and regional planning objectives, community and political support, patronage projections, usability as a segment if no further rail transit is constructed, speed of construction and fundability.

SCRTD must prove that the extension is feasible. But RTD won't act unless we push. That will require an outpouring of support which means Century City needs your help now! Write RTD demanding that the Wilshire line be extended to Beverly Hills, Century City and UCLA/Westwood. Written comments on the plan will be accepted until August 12. Write to Board of Directors, Southern California Rapid Transit District, 425 S. Main St., Los Angeles, CA 90013. Write to SCRTD expressing your support for the starter line; urge SCRTD to immediately undertake an alternative analysis of extending the Wilshire Subway through Beverly Hills, Century City to UCLA/Westwood; and send a copy of your letter to the Chamber office, 2020 Avenue of the Stars, Plaza Level, Los Angeles, CA 90067.

If you have questions, call the Chamber's Transit Chairman, Warren Martin, of TOSCO, Inc., at 552-7154; or call Steve Lantz at the Chamber office, 553-4062. Write today! A two-week delay may mean a two-decade wait for rail rapid transit on the Westside.

Encino, CA
(Los Angeles Co.)
Ventura Blvd.
Banner Edition
Encinian

AUG 1, 1979

Allen's P.C.B. Est. 1888

United Chamber directors endorse controversial subway

by Albert Kelley

PAGE 1

The proposed starter subway line on Wilshire Blvd. and out to North Hollywood via Fairfax Ave. ran on a bumpy track this week at the board meeting of the United Chambers of Commerce of the San Fernando Valley, headed by President Sal Buccieri of Encino.

United directors approved a letter sent to RTD (Rapid Transit District of So. California) by transportation committee chairman Frank Pine endorsing the controversial subway line by a vote of 11 ayes, 4 noes and 4 abstentions, after a heated discussion. Cost, limited length of the Valley segment of the line (terminus at Chandler and Lankershim Blvds.), strong advantage to non-Valley commuters and earthquake hazard were some of the objections expressed by Hal

Smith (Tarzana), Art Pfefferman (Granada Hills), Robert Stone (Sun Valley) and others.

A key speech by Jerry Neiderdepp (Van Nuys) advocating a "let's get started on some plan of improving transportation" probably weighted the scales in favor of approval. However, the fixed rail plan advanced some time back by Supervisor Baxter Ward won generous endorsement.

A "yes" vote on a proposed plan for a credit union presented by Robert Stone and sponsored by United Chambers and available to all members of participating chambers, presaged a final acceptance of a credit union by the group.

Printed copies of the plan submitted by ad hoc committee chairman Stone

outlining details recommended by the committee which included a financial survey of all chambers and their members with a view to informing financial institutions of the economic strength of chambers and determining the impact of a credit union on those institutions.

Also, the committee report recommended that the board go ahead with the project and spend necessary funds during the evaluation period. The committee asked for authority to question employees regarding the plan. The board approved the recommendations and studies will continue.

Standing committee reports were given by Pine (transportation), Ed Levine (legislative), Bruce Ackerman (chamber manager's advisory committee), Stone (credit union), Dave Delberg

(for John Bowles on Festival of Trees), Clark Drane (Kiwans project), Al Sherman (San Fernando Valley Fair), Guy McCrary (schools and education).

Wynn Melton Lacey, vice-president of Studio City chamber, advised the board of a campaign in her district to expose landlords who allegedly are ripping off tenants in the commercial area at an "outrageous rate." She mentioned a startling number of small stores that have been forced out of business by unreasonably high rent increases.

Future meetings of United are — executive board, Aug. 6, 7:30 p.m., Lulu's Restaurant, Van Nuys; board of directors, Aug. 20, 12 noon, Holiday Inn, Sepulveda; general membership, Aug. 28, 6 p.m. cocktail hour, Sportsmen's Lodge.

San Pedro, Calif.
(Los Angeles Co.)
News Pilot
(Cir. D. 14,161)

AUG 7 1979

Allen's P. C. B. Est. 1888

Wilshire subway plan blasted as ploy for funds

By Thom Mead,
Copley News Service

LOS ANGELES — Highly praised by county and city transportation officials as the first major step toward a regionwide rapid transit system, the proposed 18-mile Wilshire corridor subway plan is a short-sighted ploy for federal funds which ignores the real public transit needs of Los Angeles County.

This was the conclusion of Dr. Catherine Burke of the USC School of Public Administration in an analysis of the Wilshire system made public Monday.

"If our public officials will only plan for the people's needs instead of planning ways to get federal money, the results will be more practical," she said, emphasizing that "current planning for public transportation in Los Angeles is failing to take into consideration the needs of the whole community."

Burke, an assistant professor of public

administration at USC as well as a member of the blue-ribbon county Economy and Efficiency Commission, pointed out that Los Angeles city and county transportation planners are rapidly moving ahead with a plan to spend upwards of \$2 billion for a subway line down Wilshire Boulevard and through the Hollywood hillsides into the San Fernando Valley.

Yet, she noted, the "people of Los Angeles County have voted against rail rapid transit three times in the last 10 years and as recently as 1978, in a straw poll on particular train lines, the choice of a starter line down Wilshire came in last."

"The plan to build a subway down Wilshire Boulevard is not based on the merits of the system," she observed. "It's based on local officials' estimate of what the federal government is willing to underwrite."

"The Wilshire subway is simply a short-sighted ploy for federal funds," Burke said.

"The Wilshire line could absorb only a miniscule part of the total trips made in the Los Angeles area," she said, "and it will serve primarily the more affluent areas of the West Side and San Fernando Valley, not the low income people who are most dependent on public transit."

The USC professor acknowledged the argument that Los Angeles County should have a mass transit system like San Francisco's.

"But during the recent gas shortage, Southern California rapid transit district buses carried 1.5 million people a day, with a capital investment of less than \$500 million.

"In the same period, San Francisco's BART system carried just over 150,000 people a day, with a capital investment of nearly \$2 billion," Burke said.

"When the SCRTD can handle 10 times the ridership at one-fourth the capital investment, who really has a mass transit system?" she asked.

"The evidence from BART in San Francisco and from the Metro in Washington, D.C. is that rail systems waste energy and money. Worse yet, they don't serve the vast majority of people," Burke stressed.

Burke contended that some "creative thinking" needs to be done about public transit.

"In the short-term, car pools, van pools, jitneys and buses can tide over the present energy crunch," she said. "For the longer term, entirely new technologies are being developed. Particularly in Germany and Japan, similar to automated taxis, these new forms of transportation are as convenient as the automobile but they are non-polluting and low users of energy."

A system of that sort, she reported, was designed by the Aerospace Corp. of El Segundo but "no government in the U.S. has been willing to spend the time and money to develop it."

Los Angeles, Calif.
(Los Angeles Co.)
Inglewood Hawthorne Wave

JUL 26 1979

Allen's P. C. B. Est. 1888

For L.A. 1129
Rail system approved

Los Angeles City Council has approved the final environmental impact statement prepared by the Southern California Rapid Transit District for the proposed regional core rail starter line.

Line is proposed to run from downtown along Wilshire Boulevard and through central Hollywood, to terminate in North Hollywood in the San Fernando Valley. RTD says the subway line

will have 14 intermediate stops and make the trip in approximately 35 minutes.

This compares to 55 minutes for a similar bus ride during rush-hour conditions and 45 minutes for a car in the middle of freeway congestion.

This line represents the beginning of a comprehensive mass transportation system for our region and it is designed to tie in with other

transportation projects we are working on," said Councilwoman Pat Russell.

"All of us are aware of a gasoline shortage and a need to cut back on air pollution," said Mrs. Russell.

The rail line is scheduled for completion between 1987 and 1990 and will cost \$1.2 billion in 1978 dollars. Eighty per cent of the line would be funded by the U.S. Dept. of Transportation, with the rest being funded through state and local sources.

Letters to The Times

Mass Transit Plans for Los Angeles

Were the sellers of soft drinks, automobiles and deodorants, say, to use the same promotional tactics as the backers of Los Angeles' "Starter Line" subway, the Federal Trade Commission and various consumers' rights groups wouldn't stand for it. Injunctions, litigation and even payments for damages would follow. Yet, not a peep is heard when the Rapid Transit District, their consultants, the Southern California Assn. of Governments, the mayor of Los Angeles and the City Council assert that we can expect the proposed 18-mile rail line to transport 250,000 riders per day—and, thus, pay for itself.

These numbers are wildly inflated: on a per mile of line basis Los Angeles would be doing better than the London subway!

We'd be ahead of every intra-urban rail transit system in the United States but New York's.

Local subway advocates "project" that our 18-mile line would carry almost twice as many as San Francisco's entire 75-mile BART. Our one-line subway would almost match the ridership of Philadelphia's entire system. Our "Starter Line" would carry about five times the load of Cleveland's entire transit system.

We can expect that the folks who predict 65 million riders per year on 18 miles of track are also underestimating the costs. Actual costs per passenger would be higher than the \$6 per user cost of BART and we should expect large and growing operating cost subsidies—in the era of Proposition 13.

Ridership large enough to have significant impacts on air quality and fuel usage is just not in the cards. Look at New York, Chicago, Philadelphia, San Francisco. Our planners haven't.

I know that proponents defend their wild "projections" by pointing to a bleak energy future. Yet, by the time that our subway carries its first passenger (in about nine years) our energy supplies will probably be augmented by synthetic and other substitute fuels. And, subways do use fuel. Lots of it.

We should all look at what the "population bomb" doomsday prophets have had to do with their dismal forecasts, made less than 10 years ago.

The transfer of at least \$2 billion from our pockets to those who stand to make direct gains from subway construction on the basis of conveniently dreamed-up salable numbers raises serious ethical issues. Thus, we must look to the press to question "65 million riders per year"—not just report it as fact.

We can do a lot to promote efficiency in travel. The El Monte busway deserves study, as do plans to extend it.

How many such worthwhile projects will we have to do without in order to build a poorly conceived subway? Let's press our leaders and their advisors for some facts. In my estimate, the Wilshire Boulevard subway would cost us about 10 such busways.

PETER GORDON
Associate Professor
of Urban and Regional Planning
USC

On behalf of the Los Angeles Area Chamber of Commerce, I wish to address the four-point Regional Transit Development Plan, and specifically the Downtown People Mover.

The Chamber, which serves the five-county Los Angeles area, is a critical watchdog of government and public spending. We have looked closely at the plan, the alternatives and the total transit picture, and find the current proposals to be the best possible solutions and the fastest to implement. We commend the Rapid Transit District, the County Transportation Commission, Southern California Assn. of Governments and the California Department of Transportation in pulling together to coordinate a sensible program for our many transit problems.

"Many" is the key word. We have a crowded transit core in our downtown district. Our freeways are overloaded. Our bus system is inadequate to meet increased demand. The problems, like the Los Angeles area, are diverse. The solution can only come from a multi-agency cooperative effort covering all these aspects.

One element of the plan, the Downtown People Mover, is a major milestone in demonstrating that business and local and federal government can work together to achieve a common goal. The project has been supported by both the Chamber and the Central City Assn., including endorsements of an assessment district in which business will help pay directly for the benefits of the People Mover. The cost in local tax dollars is less than \$2 million for a \$174 million project. And, since it is a demonstration model for other cities, federal funds for the People Mover will in no way compete with other transportation dollars for other projects.

The inability to pull together in the past, impeded by single issue organizations and special interest groups, has brought the Los Angeles area into the 1980s with no mass transportation. Tunnel vision over transit issues has brought us to a very real crisis, facing serious fuel, air quality, and traffic problems. The time to rally behind a comprehensive and sensible plan is now.

GEORGE F. MOODY
Senior Vice President
Los Angeles Area
Chamber of Commerce

JUL 27 1979

Allen's P. C. B. Est. 1888

Robertson Report

1139
By William Robertson
Executive-Secretary

The labor movement has endorsed the Downtown-Valley subway proposal, a project of the Southern California Rapid Transit District which should become a major transportation link for our city.

It is of the utmost importance that we get started constructing this 18-mile line from downtown through the Wilshire District to North Hollywood. This is the first step in building a regional rapid transit system for Los Angeles — it will relieve traffic congestion and improve air quality.

The \$1 billion project in terms of jobs, most notably construction jobs, will be a boon to the economy. If we enter an economic recession during the period of construction, this project will help ease the unemployment impact.

But jobs aside, organized labor is concerned with the community and what a rapid transit system would do to improve the quality of life on our community. To have at least part of this system operating by the 1984 Olympic Games is vital because it will significantly change the image of Los Angeles. Our image now is one of freeways and automobiles, to have an operable rapid transit system in 1984, when the Olympics will bring us worldwide publicity and exposure, will be important to our community.

Federal financing of this plan is also essential and makes it acceptable to the general public. Key to this aspect of the project is the fact that no new taxes are needed.

It must be understood, however, that this line is only the beginning. It will not solve our congestion problem outright — we need a total system to do that. We have the responsibility to design a rapid transit system that covers the whole region to effective service our commuters and get people out of their automobiles and into mass transit.

There would be no disruption of the community during construction because deep-bore tunneling would be used to construct the subway.

Statistically, 275,000 riders a day would use the system at maximum speeds of 70 mph. As a comparison, travel time from downtown to North Hollywood would be 35 minutes — rush hour traffic on the Hollywood Freeway can make this trip in 40 minutes; buses on surface streets can do it in 55 minutes.

The Wilshire Corridor is also one of the most densely populated areas of the city — this is why it was chosen for the starter line. It has a density of 11,500 persons per square mile compared to about 6,100 for the city as a whole. This figure compares favorably to other areas in the United States where rapid transit lines are now functioning. There is a historic need for some form of mass public transportation other than buses. The Wilshire — North Hollywood corridor is the only major travel route in the Los Angeles area not served by a freeway.

Construction could start as early as 1982, barring unforeseen delays, with six to seven years needed for completion. There would be only minimum disruption to Wilshire Boulevard and its business establishments while the subway is being built. A deep-bore drilling program is being planned, thus avoiding the cut and cover system that disrupted San Francisco's Market Street while BART was being constructed.

This deep-bore technique would eliminate most street closings and reduce the congestion, dust and other problems that would result from cut and cover construction.

The only signs people would see at street level that a subway is



on Report

Continued from Page 3

being constructed would be at one half to one mile intervals where the stations were being built. Construction of a station would cause about the same disruption as putting up a corner office building.

It is also interesting to note that the RTD's earthquake consultants, Lindvall-Richter & Associates of Pasadena, have stated that the safest place to be in a severe earthquake would be in a subway.

We must not forget, however, to achieve rapid transit, our effort must be regional in scope. That means refinements to the present bus system; creation of a regional freeway transit program; construction of the Downtown People Mover, connecting key activity centers in downtown Los Angeles; and breaking ground on this rapid transit project, creating a "regional core" area which will eventually evolve into a rapid transit system for all of Los Angeles.

The Los Angeles County Transportation Commission gave the city's proposed Wilshire subway a boost when it agreed to commit an estimated \$100 million for the 18-mile line that would link downtown and the San Fernando Valley. The funds would be earmarked locally from state gasoline taxes and Gov. Brown's recently approved transit measure, and would represent about 5% of the subway's estimated total cost of \$2 billion. The remainder needed to make up the 20% local share—to assure 80% federal financial participation—would come from various state transit funding sources, a commission spokesman said.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT R.T.D.
PGM Let's Rap
DATE 7/26/79
TIME 2:00 PM
STN KTTV TV, Ch. 11

ATTN: Mike Barnes

T/D: 7/27/79

ALICIA SANDOVAL: Good afternoon and welcome to "Let's Rap." I'm Alicia Sandoval. We'll be hearing pro and con viewpoints about the proposed subway rapid transit plan for Los Angeles, and it's very often referred to as a four-element program, because it goes way beyond just a subway route or line, and with us to discuss the actual routes, and he's also brought some interesting visuals, showing you what it will actually look like when the project is completed, is Mr. Richard Gallagher, and he is the chief engineer and manager of the department for the Rapid Transit District, and at the close of our interview with him, we'll give you an address that you might want to prepare to jot down, because if you write to it -- it's the R.T.D. office -- you'll get information about other regional hearings they'll have on environmental impact statements and other issues that they want input from the public on, regarding rapid transit here in L.A. and you also just may want to send away for some of their literature on the four-element program.

So we'll hear from him and then a little later on, we'll have a professor, Doctor Peter Gordon from USC come on, and he does not feel that this is necessarily the best solution to our need for rapid transit here in Los Angeles, and he'll tell us why he feels that way, and also propose some other alternatives, and then we'll finally talk to a publicist, someone who's been promoting specials for studios and I think you'll enjoy that also.

Welcome to "Let's Rap," Richard. We're very happy to have you with us.

RICHARD GALLAGHER: Thank you.

SANDOVAL: First of all, for people perhaps who've not been keeping up on this whole thing of the proposed subway lines, can you give us an overview of what is referred to as the four-element program, because I know this is just one component, the railroad line or whatever.

GALLAGHER: Yes, well, the four-element program was approved by a group of officials representing all agencies -- local agencies -- back in September of 72, and then subsequently approved by Secretary Coleman of the U.S. Department of Transportation in December, 76, and the first element is what they call a T.S.M. or Transportation Systems Management, and it consists of taking the present bus system and upgrading it as much as we possibly can within reasonable limits to get the most benefit out of it.

SANDOVAL: So that means more express lanes. . .

GALLAGHER: Making it...

SANDOVAL: ...added....buses....

GALLAGHER: Making it more efficient, just doing everything we can to make that more efficient and that's the province of our -- the District's bus operations and bus planning departments. The second element on the program was the freeway transit element which is, the responsibility of the State Department of Transportation, CalTrans, and that consists of building high-occupancy lanes on the freeways -- on or over -- for buses and car pools and vans and that sort of thing, on certain freeways in the region, like the Harbor and the Santa Ana and the Century they're studying now, and possibly some of the others.

The third element was the City's proposed downtown People Mover Project, which serves the westerly side of the business district and connects with the Civic Center and Union Station and also ties down to the Convention Center.

And the fourth element is the Regional Rapid Transit Project in the regional core of the Los Angeles region. In that project the Secretary said we had to examine all of the alternatives and so we had -- we studied six all-bus solutions and then five combined bus-rail solutions, pardon me. The one that the -- out of all of those 11, the one that the Board and the staff feel is the most appropriate, because it ends up carrying -- attracting the most people and saving the most money in operations -- is this -- what we call Alternative II, which starts in the Union Station and goes down Broadway, over Seventh and then over to Wilshire, with stations at the Civic Center, about Fifth and Broadway, and Flower and it gets over to Wilshire and Alvarado and goes on out Wilshire with these stations to Fairfax, thence northerly to and through Hollywood to Universal City with a terminal in North Hollywood at Chandler Boulevard, which happens to be a little-used rail line, which extends throughout the length of the San Fernando Valley and up to Chatsworth, and -- which is a very plausible candidate for extensions to serve the entire San Fernando Valley at some later date.

SANDOVAL: As we see on the chart, it's an 18-mile....

GALLAGHER: 18-mile

SANDOVAL: ...route...

GALLAGHER: Yes, and all in subways and bored tunnels and with the...

SANDOVAL: It's linking the valley, for once, strongly with the Civic Center part of town, which is something we've never had.

GALLAGHER: Yes.

SANDOVAL: There's always been a great distance between the two.

GALLAGHER: There are a great many destinations from the San Fernando Valley to west to Hollywood, and to east and west on Wilshire in downtown, a great many of them.

SANDOVAL: I believe you'll have fourteen stopping points, or something

like that, will you not?

GALLAGHER: There'll be fifteen, plus-or-minus, stations along the route. Maybe one or two more.

SANDOVAL: We're going to take a break. When we come back we'll look at some artist's conceptions of what the system will actually look like, so please stay with us.

COMMERCIAL BREAK

SANDOVAL: We're talking with Richard Gallagher, from RTD, the Southern California Rapid Transit District and we're talking about the proposed subway line and the four-element program and he's got some excellent graphs and charts which I'd like for you to continue with, in terms of telling us more about the system.

GALLAGHER: All right, fine. This particular chart shows the relative attraction power -- you'll remember just before I discussed we analyzed eleven different alternatives, five of them were a combination of rail with good feeder-bus service and the other six were all-bus solutions of one type or another, and this chart shows the relative passenger attraction power of the express service. Now, in this case, it's the trains, the rapid transit cars, not the feeder buses, and this is the express buses that would be provided in connection with these.

Now, the reason number six is so high -- it was kind of a theoretical thing that we did to compute the cost of carrying the same number of passengers as number one over the same routes and the operating costs were so far greater -- the annual operating costs were so far greater than number one, using a rail-bus combination, that it just automatically fell out. Now, number two, the one that we just described, will attract about 275,000 riders a day, who'll be on the train, out of about 642,000 total within the regional core area. The regional core is the Santa Monica Freeway, the Hollywood Hills and about Robertson -- from the City it'd be out to Robertson.

So in that area now we're carrying about 403,000 riders and in 1990 we would expect that if we had the Wilshire/North Hollywood/San Fernando Valley line in we'd be carrying about 275,000 on the rail and the balance of the 642,000 would have been bus riders.

SANDOVAL: For the sake of time could we go to the graph showing the proposed subway line, how it would look, because I understand we'd have to go down 150 feet below street level. Oh, that's a beauty right there.

GALLAGHER: Here's a graph -- and I told you that we plan to make this line entirely in bored tunnel, all the way through the full 18-miles. At the stations we would be perhaps fifty or sixty feet from the surface to track level. Between stations we will dip down -- we plan to dip down, take advantage of gravity and save power in accelerating the train and coming up to the next station we'll take advantage of gravity to stop the train and that also will reduce the amount of heat in the tunnels.

SANDOVALS: Now, this system should be completed by -- well, I know it will be expanded (sic) up to the 1990's, but when will the first portion

of it be done, the 18-mile route?

GALLAGHER: Well, if we were -- if we go along as rapidly as we can under current institutional and environmental processes, and so on, it could be mid-'88 before it's open for operation. If we were able to go as fast as we could and cut out some of the...

SANDOVAL: Red tape.

GALLAGHER: ...normal processes we might shave a couple years off of that and, incidentally, a couple hundred million dollars in escalation costs, but I think it's likely that we'll have to follow the legal procedures for environmental hearings on the stations and one thing and another and if we're able to do it faster than mid-'88 I certainly would be happy. We'll make every effort to do that but...

SANDOVAL: That's fascinating. I would like to give an address before we conclude our interview here. For those who are interested in finding out more about what the RTD is doing in terms of mass rapid transit you could write for literature to 425 South Main Street. That's their office, you see that address on the screen now, Los Angeles, 90013, and I'm sure they'd be happy to answer your questions and send you literature on the four element program. We've run out of time but I do want to thank you for being with us. Did you have another comment you wanted to make?

GALLAGHER: Yes, I'd like to make one other comment and that is simply this; using alternative two -- that if we have that instead of an all-bus solution in 1990 we'll save about \$44 million a year in operating costs.

SANDOVAL: Well, that's impressive if your estimate is correct.

GALLAGHER: That's one of the elements that has a real positive economic benefit.

SANDOVAL: Well, the taxpayers are always glad to hear that, Mr. Gallagher. Thank you so much for being with us.

GALLAGHER: Thank you, it was a pleasure.

SANDOVAL: We'll take a break. When we come back we'll hear from a professor from USC who doesn't feel this is necessarily the solution to our mass rapid transit and energy problems, so please stay with us.

COMMERCIAL BREAK

SANDOVAL: Welcome back. With us now is Dr. Peter Gordon. He's with USC. He's an Urban Planner and an Economist and he does not feel that the current proposals for a mass rapid transit system in L.A. are necessarily the answer to our problem in that area and also is concerned about their impact on the energy crisis, somewhat. So, we'll hear his ideas on this next portion of Let's Rap today.

Dr. Gordon, you heard our first guest, Mr. Gallagher, make his presentation. What do you feel are some of the negative aspects of that plan?

DR. PETER GORDON: Well, unfortunately, all of Mr. Gallagher's numbers are totally preposterous. There's no reason to believe that an 18-mile route in Los Angeles is going to get 275,000 riders per day. That would put it on a per-kilometer basis ahead of London, for example. It would make us second to the City of New York. It would give us five times the ridership of the entire Cleveland subway. It would give us as much ridership as an 80-mile Philadelphia subway. It would give us twice the ridership of a 75-mile BART subway, so there's no reason to believe any of those numbers, and I'm very disturbed that the public is asked to spend \$2 billion on a system on the basis of numbers which are preposterous and I believe that the numbers are wishful thinking. I think they're made up in order to achieve a political objective, which is to win an election and I ...

SANDOVAL: But aren't those numbers based, Dr., on -- we're talking just about the 18-mile route part....

GORDON: Right.

SANDOVAL: ...but they intend to expand that if they succeed with that, beyond the 1990's and then you would have it perhaps running throughout the county and we are the most populous state now and our population is projected to keep growing in California and by the time their 18-mile corridor route is finished in the 1990's that's, you know, a long time away, we'll have many more people here.

GORDON: No, this is not true.

SANDOVAL: You don't believe so?

GORDON: No.

SANDOVAL: Okay...

GORDON: First of all, California is growing but Los Angeles is not. Secondly, there are about 75,000 bus riders on that route and there's no reason -- per day -- and there's no reason to believe that 75,000 transit users today are going to multiply into 275,000 in the future and I see no reason to believe that an 18-mile subway in Los Angeles is going to do better than a 75-mile subway in San Francisco, and I see no reason to believe that we're going to be better on a per-mile basis than the City of London and I'd like to ask where are these numbers coming from?

SANDOVAL: Well, beyond the numbers -- I'm not trying to get away from that issue -- what about the energy tradeoffs? We are still in a tremendous energy crisis and part of the odea is that if we have a mass rapid transit system in L.A. we'd get people out of their automobiles, they'd quit wasting fossil fuels and would ride some other alternative system that would be more efficient. But what about the energy that it's going to take to bore down 150 feet and to build these tunnels and to make the cars and then, eventually, run them? Are we actually going to come out ahead in the long run or will this all be counterproductive?

GORDON: Well, no. In fact, what really disturbs me is that Mr. Gallagher and his advisors have not looked at the record and the record is that there is no reason to anticipate energy savings. As you point out, this

system uses lots of energy in the construction stage. If there are no riders we save no energy and the evidence from all the cities that I've looked at is that ridership will be very, very low.

SANDOVAL: Why?

GORDON: Because we have no evidence that people voluntarily leave their automobile and board subways. We have evidence, and unfortunately Mr. Gallagher and his colleagues haven't looked at this, but we have evidence that people leave bus lines to board subways and we have evidence that there are approximately 75,000 bus riders on this route who will take the subway plus, I would say -- and the literature is agreed on this point -- plus, perhaps 10 to 20%, which means that the ridership is going to be very low, which means that we're going to be subsidizing riders, which means that in the era of Proposition 13 we're going to incur a new price tag.

SANDOVAL: But what about the price of gasoline? It's already becoming prohibitive for many people that use their automobiles that much. I mean, it's over a dollar for gas in many places. Eventually, by the 1990's we may be paying three or four dollars for a gallon of gas. I don't know how bad the inflationary factor is going to be by then, I don't know if we're really going to be rationing gas. Now, the President is trying to get that passed right now. Now, if people have no alternative, if they cannot get gas for their car every day, they're going to be forced, obviously, to use a system like that. You'll have a captive audience.

GORDON: No, this is wrong.

SANDOVAL: No?

GORDON: No, this is wrong because people compensate for the high price of gas by buying a smaller car and this is the experience so far and there is no evidence that people compensate for the high price of gas by getting on transit.

SANDOVAL: But there's been a drop in the number of people on the highways since we started the odd-even plan.

GORDON: No, this is not true. What has happened is that people have taken buses when gas has not been available and I think we have to separate the availability issue from the price issue and I think that Mr. Gallagher mentioned nine years from now -- and it's anybody's guess what we'll be making in energy by then, it's not at all certain that the 1979 energy picture is going to prevail nine years from now...

SANDOVAL: That's true, there're many variables at stake here. We've run out of time but I want to thank Dr. Peter Gordon for being with us and perhaps we can arrange a debate between him and somebody from the RTD in the near future because this is a very complex issue. We'll be back after this time out.

Chamber testifies in favor of Wilshire Starter Line

Los Angeles Area Chamber of Commerce Director James E. Gordon, III, Chairman of the Chamber's Public Transportation Committee, testified July 11 before the Southern California Rapid Transit District in support of the Wilshire Starter Line.

The Line is proposed to run from downtown Los Angeles, along Wilshire Boulevard and through central Hollywood, to terminate in North Hollywood and the San Fernando Valley. The subway line will have 14 intermediate stops and will make the trip in about 35 minutes. This compares to 55 minutes for a similar bus ride during rush-hour conditions, and 45 for a car in the middle of freeway congestion. The line is scheduled for completion between 1987 and 1990, and will cost \$1.2 billion in 1978 dollars. The U.S. Department of Transportation would fund 80% of the project with the rest to be funded up by state and local sources.

The testimony:

The Los Angeles Area Chamber of Commerce has had a long and deep interest in improved public transportation in this Region. For over ten

years we have supported a coordinated Rapid Transit plan for our area. The Wilshire-North Hollywood starter line we are discussing today in concept appears to be a practical beginning toward the solution of this complex problem.

It appears to be more important today than ever before to increase mobility in Southern California, particularly with the stark reality of expensive fuels and urban congestion. Our technical task force of highly qualified business personnel has reviewed the Alternatives Analysis and Environmental Report and we feel that this appears to be a feasible plan and is an integral part of the 4 port transportation system.

Our primary question when we did review the plan was how it was going to be financed. As of this moment we have been assured that the financing of the starter line appears to be feasible assuming Federal and other support is granted. Based upon this assumption, we strongly support the early approval of the project so that this fine area will have the beginning of a modern transportation system.

Van Nuys, CA
(Los Angeles Co.)
Valley News
(Cir. 6xW. 265,337)

JUL 25 1979

Allen's P. C. B. Est. 1888

RTD boss hopes Carter moves won't hurt mass transit for L.A.

The board president of the Southern California Rapid Transit District said Tuesday he believes President Carter's firing of Transportation Secretary Brock Adams will not adversely affect a hoped-for federal grant to finance construction of the proposed Wilshire Boulevard subway starter line.

Marvin L. Holen's remarks appeared to gain credibility later in the day when a top White House aide said in Washington that Carter remains committed to mass transit.

Jerome Premo, executive director of the Los Angeles County Transportation Commission, said, however, Brock's departure at the very least adds uncertainty to Los Angeles' hopes for a federal grant covering 80 percent of the \$2 billion construction cost of the proposed starter line.

"Whenever there is a change of executive leadership some uncertainty exists," Premo told Los Angeles County supervisors.

The starter line, which would have its northern terminus in North Hollywood, is only one of a series of transportation projects for which local officials are hoping to gain federal funding.

The downtown People Mover, Century Freeway completion and a stepped-up bus purchase plan for RTD are some of the projects.

Adams and Gary Grayton, the deputy administrator of the Transportation Department's Urban

Mass Transit Administration who left with his boss, were considered by local transit officials to be knowledgeable of and sympathetic to Los Angeles needs.

"We had gone to substantial effort to educate both gentlemen to the facts here," Holen said in an interview. "Now we'll have to do that again with whoever replaces them."

But Holen also said the re-education process can be quickly conducted once a permanent replacement for Adams is named and he stressed the key to gaining top-level federal backing is to gain the support of lower-echelon staff members who then pass their views up the chain of command.

When Adams left the Carter administration last week, he cited a lack of commitment from the White House to mass transportation. Tuesday, however, Stuart Eizenstadt, Carter's domestic adviser, insisted the president did support mass transit.

As proof, Eizenstadt pointed to Carter's recent nationwide address in which he proposed spending \$10 billion over the next decade to strengthen mass transit.

— IRA RIFKIN

JUL 24 1979

Ward, Braude trade swipes over transit

By RICHARD SIMON

What was billed Monday as a summit of local officials on mass transit for Los Angeles County rekindled a dispute over whether a Wilshire subway or a countywide rail line should be built first.

The session in the Board of Supervisors' meeting room featured an exchange of angry words between two Valley rep-

resentatives, County Supervisor Baxter Ward and Los Angeles City Councilman Marvin Braude.

Braude charged that for Ward to campaign for an alternative to the Wilshire subway at such a late date could jeopardize critically needed federal funding for not only the subway but of any public transportation for Los Angeles County.

"What you jeopardize, is the

prospect of divisiveness of starting all over again," Braude told Ward.

Ward argued the subway is nothing but a "myth" because of the uncertain \$100 million local share of the project.

The supervisor maintained the subway could, however, be funded as part of his resurrected Sunset Coast Line through his proposed assessment district.

Transit debate

From page 1 11:30

going to bring public transportation to the Valley is to mislead the people," he said. "The likely way to get it anywhere is to start and not to procrastinate any further."

"My dear Marvin," Ward responded. "you are among those who unhappily are perpetuating a myth. You have a ghost line under Wilshire, and someone must come along with enough candor to exorcise that ghost."

Marvin L. Holen, president of the Southern California Rapid Transit District (RTD) board of directors, said the RTD plans to come up with the local share of the subway costs from equipment trust deeds, a financing mechanism used by the railroads and airlines to buy equipment and which are repaid from revenues.

Ward used the meeting of mayors and city council mem-

bers from the county's 81 cities to promote his proposal to charge each business \$2 per worker to finance a 224-mile rail line.

He admitted from recent appearances before chambers of commerce reaction to his proposed assessment has been "lukewarm to cool." But he repeatedly said business will suffer more if consumers are unable to shop because gas is unavailable or too expensive.

The Board of Supervisors has delayed a vote on whether to place Ward's proposal on the ballot pending a stand from the County Transportation Commission, expected to be made Wednesday.

Supervisor Edmund D. Edelman, however, expressed concerns similar to those heard from Braude that should Ward's proposal be put on the ballot and rejected, the federal government could interpret that as residents not wanting any rapid transit, jeopardizing funding for even the Wilshire line.

Ward in the past has charged Los Angeles City with misleading the people of the Valley by assuring them the subway will reach there when there is a possibility, in Ward's mind, the city could run out of construction money before then.

Braude accused Ward of doing the misleading. "To suggest deferment of the starter line is

Please turn to page 11, col. 2

Van Nuys, CA
(Los Angeles Co.)
Valley News
(Cir. 6xW. 265,337)

JUL 22 1979

Allen's P. C. B. Est. 1858

Bruce Winters

Valley transit plan merits a trial

1139

Rail buffs may yet exercise their passion if Supervisor Baxter Ward gets the commuter trains running through the San Fernando Valley again.

Last week, I expressed skepticism over the RTD's \$2 billion subway proposal, arguing that one station in North Hollywood hardly constituted a boon for Valley commuters. What I had in mind, but did not write, was a line running through some of the more populous and affluent burbs — the kind of communities that provide the backbone ridership for successful commuter operations.

There is such a right-of-way in the Valley, of course, owned, maintained and heavily used for freight operations by the Southern Pacific Railroad Co. What Ward wants to do is run four trains a day across Southern Pacific's tracks between Oxnard and Union Station — two in the morning and two in the evening.

Before taking this any further, let me recite the proposed stops and think for a moment what has happened to the areas near those stations in the last five years: Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Panorama City, Burbank Airport, Burbank, Glendale and Union Station.

I do not have any figures at hand, but from my observation, those neighborhoods easily could provide a sufficient number of commuters to pack the two four-car trains planned for the rush hours.

The trains would leave Oxnard at 6 a.m. and 6:20 a.m., com-

pleting the run in about 1½ hours. At night, the return trips would begin at 5 p.m. and 5:20 p.m. One-way fares have been pegged at \$1.25, but even at 50 cents more, a trip would be a bargain if a day's downtown parking is added to the steadily increasing cost of gasoline.

As I understand the proposition, Amtrak would provide the engine and the Southern Pacific would have to wiggle the trains into its freight-hauling timetables. The passenger stock belongs to Los Angeles County, the so-called El Camino cars that pioneered the now-successful commuter service between Union Station and San Diego.

In addition to fares, money for operations is available from state sources. Everything seems in the "go" position, but nothing in government is that simple.

To begin with, Southern Pacific is unconvinced, to say the least, that the trains are worth rolling. They cite interruptions to their own scheduled service, high costs, and lack of rider interest as among the reasons for keeping El Camino in the yard.

Given the energy crisis and the on-going re-evaluation of the American lifestyle, this may be the precise moment to get some rail passenger service for the Valley. Why not at least try it?

I am always a little distressed when energy talk gets stuck on synthetic fuels, or "synfuels" as the insiders call them. They work, all right, and the technology to produce them is at hand, but they are not the panaceas their promoters make them out to be and, as with quack cancer

remedies, they may keep us from facing the hard decisions that could lead to cure or remission.

As I see it, the plain facts are we cannot avoid the wider use of coal and nuclear plants in the production of electricity for the next 20 years or so.

During this time, we should be striving mightily to develop the means of tapping the sun as the ultimate solution to our energy problems. And I do not mean solar engines that can heat a swimming pool or brew a pot of coffee; I am talking about equipment big enough and reliable enough to produce the power we need to run our complex society. I would guess such sophistication won't be available before the year 2000.

Meanwhile, I am chary about investing billions into synfuel experimentation that will rip up the environment in more dangerous and lasting fashion than the accident at Three Mile Island.

Do you know, for example, that to produce 1 million barrels of oil a day from shale would require moving 1 billion tons of rock and soil every year — and that 1 billion tons of material is equal to the excavation made to build the Panama Canal?

Moreover, to manufacture oil from shale at that rate also would require 175,000 acre-feet of water annually — and that 175,000 acre-feet of water is about half the amount in Lake Castaic or represents a reservoir the size of Lake Crowley, which is the largest in the Los Angeles aqueduct system.

MORE...

Then, after all that earth and water are moved, the amount of oil produced is less than one eighth of the allowable import quota under the president's formula — in other words, a relative drop in the gas tank.

How about oil from coal? Well, to achieve 1 million barrels a day would require a 23 percent increase in current production, most of it in the western states. Why bother turning it into oil, I would ask. Why not burn the coal directly to generate electricity in modern plants with the most up-to-date pollution-control equipment?

You cannot run cars or trucks on coal or with nuclear devices so I would suggest saving the oil for the rolling stock — and for the plastics, vitamins and other necessities made from oil.

Until the great solar plants came on line, I would generate the nation's electricity with coal, nuclear material and, when available, natural gas. Into that mix I would force the maximum amount of conservation possible, and I think we would be free of OPEC's yoke.

As a traveler and outdoorsman familiar with the western states where the nation's reserves of shale and coal lie, I can tell you the environmental trade-offs will be painful, indeed. In my view, however, shale conversion and coal gasification are too damaging and too costly as short-run answers to our energy needs. The real solutions already are at hand.

Bruce Winters is editor of the Valley News.

Burbank, CA
(Los Angeles Co.)
Daily Review
(Cir. D. 11,263)

JUL 21 1979

Allen's P. C. B. Est. 1888

Bus proposal will help V.C. students

The Southern California Rapid Transit District's proposed rapid transit system to run from downtown Los Angeles, through the Hollywood area, to North Hollywood would help many Los Angeles Valley College students. So declared Dr. Alice J. Thurston, president, in testimony recently at the North Hollywood hearing of the RTD's Transit Improvement Alternatives.

"We have 500 students living in the Hollywood area," declared Dr. Thurston. "More than two-thirds of our 22,000 students work part or full time. Efficient transportation means a great deal to them. They need not only to get to and from school but also to and from work. Some of them work in downtown Los Angeles..

"With the spiraling cost of gasoline as well as its scarcity, many of our students who drive cars are seeking alternative means of transportation, such as bus, subway or rail lines."

Dr. Thurston estimated that the cost of driving to Valley College is between \$250 and \$300 per semester for the average student who resides six miles from the campus. This includes hidden costs and is figured on the basis of gas at \$1 per gallon, which may be soon absurdly low. It is computed on the basis of driving a compact car with gas mileage of 15 miles per gallon. Yet most students could ride the bus for about \$70 per semester, and many would if the RTD routing within the Valley were greatly improved.

*Kill those subway plans,
and revamp the RTD*

On the subject of the subway proposed for L.A., whom will it really serve best? The people in Hollywood and others who don't have far to travel? What about the hundreds of people who live in neighboring cities? People who travel two or three freeways to work? People who ride RTD for one or two hours just to pay tax for the services they won't get? I don't feel a subway would do anything but modernize the city and inflict more taxes on people and some who are already taxed to death. The RTD is doing OK. At least the RTD reaches people who travel in other than just the metropolitan area of L.A. Update the RTD with the dollars that it takes to put in a "small serving subway."

Rail buses? Even electricity is expensive. The subway would cost plenty just for maintenance. Let's hear it for small suburban city life.

J. BAKER
South Gate

*Mass transit mess:
Subways are for....?*

I owe an expression of thanks to The Herald Examiner for telling me, in a news story dated July 10 ("A subway system for L.A.? It's possible"), that on the following day the RTD was to hold an evening public meeting at 3660 Wilshire Blvd. concerning rail subway alternatives.

To my amazement, it turned out that this meeting was stacked and rigged almost to perfection. Ninety percent of the speakers carried with them to the rostrum prepared statements to read, all for the purpose of verbally padding them into the recorded minutes. A court reporter took down every word. The chairperson, Marvin Holen, by giving warm personal welcome remarks to a large majority of the speakers when called forward, made it obvious that he was glad to see them there to make their prearranged input.

When my turn to speak came, I was received as one without portfolio, as though I came in by the back door. But then, of course, my registration card to speak showed no affiliation. I was about No. 25, but I was the first to say that I am a daily patron of the RTD. All the speakers before me had impressive executive titles and represented organizations that reeked with special interest on the affirmative side. No person spoke to the negative. If someone had dared to do so, they would have been stoned out of the meeting.

Although I have no quarrel with the super-critical need for a much better transit system here in Los Angeles County, I do deplore being witness to an important public meeting and seeing democratic ideals and procedures made a sham of by conducting it in a kangaroo style. In the past years, I have seen a good number of phoney-baloney, but it is my opinion that the bunch of RTD directors present that evening at the head table were about as smooth operating and slippery a lot as I have ever seen.

Because the public has a right to be informed on so vital and far-reaching a matter as subway financing and construction, I am counting on The Herald Examiner to keep an eye on, and report on, that entire gang down at the RTD headquarters. So far you have done a good job.

JOSEPH ROCCO
Los Angeles

RTD Proposing Rapid Transit

11/39
 SCRTD (Southern California Rapid Transit District) officials held a public hearing in North Hollywood on Monday, July 9 to receive comments on its proposed 18-mile rapid transit starter line. Federal, state, county and Los Angeles City officials, as well as RTD

engineers and planners, have been involved for two years in a study whose results were considered during the hearings. Called a Transit Alternatives Analysis and Environmental Impact Statement, the report spells out 11 different plans including rail/bus and all bus alternatives for improving mass transit in the "regional core," a 55-square mile encompassing downtown Los Angeles, the Wilshire area, Hollywood and North Hollywood. Last October, the RTD Board of Directors gave preliminary endorsement to one of the alternatives.

That proposal calls for construction of an 18-mile rapid transit starter line which would connect Union Station in downtown Los Angeles and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of



Rapid Transit

(Continued from page 3)

traffic, economic and social problems," said Jack R. Gilstrap, RTD general manager.

Gov. Brown's recently announced \$1.8 billion, five-year mass transit and alternative energy plan calls for construction of such a system.

Following the hearings, which concluded last week, the RTD will make written responses to all responsible comments made during the hearings, or delivered to the District before August 12. Those responses will be combined with the study and will constitute the final Environment Impact Statement.

In September or October, the RTD Board of Directors will select one of the alternatives, with that choice subject to approval of several local and regional planning agencies.

With the community then behind one of the alternatives, immediate go-ahead would be sought from the federal Urban Mass Transportation Administration (UMTA), which is expected to fund 80 percent of the project. The remaining 20 percent can be obtained from existing state gasoline tax revenue sources, and raised locally without new taxes.

The equipment for a rail transit system would consist of four to six cars, seating 75 comfortably and handling 90 persons standing. Each train

would carry up to 1,000 persons. At first, the trains would operate at about three-to four-minute intervals.

Such a system could reduce total travel time between downtown Los Angeles and the Fairfax area from today's 40 minutes to 25 minutes; the Valley-downtown trip currently taking 55 minutes would take only 35 minutes.

A copy of an Executive Summary of the study is available by writing RTD Rapid Transit Department, 425 S. Main Street, Los Angeles, Ca. 90013.

The proposed rapid transit system would help many Los Angeles Valley College students, declared Dr. Alice J. Thurston, president, in testimony at the North Hollywood hearing of the RTD's Transit Improvement Alternatives.

"We have 500 students living in the Hollywood area," declared Dr. Thurston. "More than two-

third of our 22,000 students work part of full time. Efficient transportation means a great deal to them. They need not only to get to and from school but also to and from work. Some of them work in downtown Los Angeles.

Student Body President Richard Cowsill urged a bus line along Fulton Avenue where the College is located and emphasized the urgency by citing the fact that school starts on September 17 and that already students are planning ways to get to school and to work.

Dwight J.W. Winegar, member of the student transportation committee, recommended the use of the rail line at Chatsworth. The Toluca Lake resident also suggested that along this line from North Hollywood to Chatsworth there should be a station in each community where there are bus connections and where the public can park and board the train.

Starter Line

Cahuenga Pass, terminating at Lankershim and Chandler Boulevards. "No tax increase or new tax would be required to finance the plan, estimated to cost \$1.2 billion in 1978 dollars," said Marvin L. Holen, RTD Board president. Holen will chair the hearings.

"The increasing cost and questionable availability of gasoline makes it imperative we begin action soon on one of these alternatives. If we don't, Los Angeles may suffer serious

(Continued on page 10)

Tujunga, CA
 (Los Angeles Co.)
 Valley Scene

JUL 19 1979

Allen's P. C. B. Est. 1888

Los Angeles Times
July 19, 1979

Subway in L.A.

A subway in Los Angeles is utter stupidity. By 1984 it'll be half done, they say, at a cost of \$2 billion, for a miserable 18 miles. While work goes on Wilshire Boulevard will be a mess. When done, take your chances on earthquakes, floods, being trapped in a tunnel with the car on fire, as happened in San Francisco, or being mugged, as happens often in New York.

Councilwoman Pat Russell disappoints me with her "tailored to Southern California life style" statement. A subway is not Southern California life style. We like to be out in the open.

Disneyland has been running a sample of a much more Southern California life style transportation system for at least 20 years, without a serious accident. A monorail in the open, can be built in one-tenth the time a subway could and cost one-quarter as much. The only interference with the street would be putting up cement pylons that would then be spanned by pre-cast concrete beams.

With stations pretty much open, no muggers to worry about. Earthquake damage repaired in a couple of weeks instead of six months for a subway. Let's use the least costly, most efficient method instead of the most expensive and get rapid transit in 2 years instead of 10 or 15.

DICK WORSFOLD
Culver City

Marina Del Rey, Calif.
The Argonaut
(Cir. W. 15,000)

JUL 19 1979

Allen's P. C. B. Est. 1888

Subway makes headway

A proposed subway that would go from downtown Los Angeles under Wilshire Boulevard, through Hollywood to North Hollywood has been endorsed by the Los Angeles City Council. The council has approved an environmental impact statement, which is now the subject of a series of public hearings. A ride on the subway would take about 35 minutes from start to finish, with 14 intermediate stops. The same trip now takes 55 minutes by bus and 45 minutes by car, according to the Southern California Rapid Transit District (RTD).



Michael Haring/Herald Examiner

Baxter Ward holds map of route of proposed San Fernando Valley commuter train.

San Fernando Valley commuter train hearings set

service, which would run through the San Fernando Valley, said Supervisor Baxter Ward.

Southern Pacific opposes the plan, said Ward's spokesman. The company may be required to provide the service in order to do business in the area.

would arrive in downtown Los Angeles about 50 minutes later. A one-way trip would cost \$1.25, he said.

Ring said officials hope the line, if approved, would carry at least 75,000 passengers per month.

The first hearings will be July 30 and 31 in Simi, Ring said. Hearings will be conducted in Los Angeles from Aug. 1-3, he added.

Commuter who
Chatsworth
Monday morning

Valley-to-L.A. Rail Plan Pushed by Ward

WARD'S RAIL PLAN

But He Says SP Will Be a Formidable Foe

BY RAY HEBERT
Times Urban Affairs Writer

Los Angeles County Supervisor Baxter Ward pictured the Southern Pacific as a formidable obstacle Wednesday as he pushed his plan to get the county's idle \$2 million train back in service for San Fernando Valley-to-downtown commuters.

Conceding the SP is "going to be difficult to deal with," he held out hope that patronage—if the train is allowed to run—would convince the railroad of its value.

Indeed, that there will be difficulties in getting the train, the El Camino, back in service was an understatement.

The county and the California Department of Transportation have sued SP to force it to operate the El Camino over its main line. The SP had resisted, fearing interference with its freight service.

With the dust-covered, eight-car El Camino as a backdrop, Ward warmed up Wednesday for state Public Utilities Commission hearings on the suit later this month.

He said the San Fernando Valley commuter service probably wouldn't do a lot at first to ease freeway traffic but it would be a start. The train broke ground 18 months ago on Santa Fe's San Diego-Los Angeles line and, Ward said, will do the same later on a third route between Los Angeles and Riverside-San Bernardino.

A Ward aide argued that SP has a legal and moral responsibility to operate the El Camino—its cars are vintage middle and late 1940s—on the line between Oxnard and downtown's Union Station. En route it would serve nine stations in Ventura County and the San Fernando Valley.

The county, at Ward's urging, and Caltrans, pressing their belief that mass rail travel will provide part of the solution for Southern California's congested freeways, filed the original PUC action earlier this year.

Actually, the railroads have resist-

Los Angeles Times

Metro

LOCAL NEWS
EDITORIAL PAGES

CC PART II

THURSDAY, JULY 19, 1979

ed attempts over the last 20 years to start and expand rail commuter service to downtown Los Angeles.

"SP's opposition reflects a corporate view of the 1950s and 1960s—a view that is no longer true in the waning days of the 1970s," Doug Ring, a Ward deputy, said.

However, Richard Hall, a SP spokesman, said publicly subsidized El Camino service through the San Fernando Valley would provide only "negligible transportation benefits" and would create a "huge financial burden on the taxpayers."

Under the plan, the county would provide the train, initially two four-car units with two morning arrivals and two evening departures from Union Station. A public subsidy would come from \$6.8 million set aside for a three-year period from Gov. Brown's recently approved mass transportation program.

Hall, in defending SP's opposition to commuter service, said there would be "chronic delays to commuters, as well as chronic delays in handling... freight shippers."

"Commuter trains from Oxnard to downtown Los Angeles, where they have never operated before, would be extremely costly, inefficient and poorly patronized," he added.

Hall also disputed a Ward aide's suggestion that the SP's long-established San Jose-San Francisco com-

Please Turn to Page 4, Col. 3

Continued from First Page

muter trains were moneymakers. He said the SP has been trying to drop the service for many years and an Interstate Commerce Commission judge ruled favorably for the railroad only last week.

Under the Ward-Caltrans plan, the El Camino would make stops at Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Panorama City, Hollywood-Burbank Airport, Burbank and Glendale before its 7:30 a.m. and 7:50 a.m. arrival at Union Station.

Outbound departures would be at 5 p.m. and 5:30 p.m., with the same evening stops on the 1 1/2-hour trip to Oxnard.

The county originally purchased the eight cars that make up the El Camino in 1975, refurbished them and put them into service on the San Diego-Los Angeles run, after a lengthy dispute with Santa Fe, in February, 1978.

The train operated for six months, helping set the stage for one of the most successful rail operations in Amtrak history. In May, during Southern California's gasoline shortage, a record 148,000 passengers used the six Amtrak-operated trains—

three subsidized by Caltrans—between San Diego and Los Angeles.

Since last August, the El Camino—with the county no longer able to subsidize its operation because of Proposition 13—has been stored on a siding at the federal Storage Center in Bell.

The PUC hearings will begin in Simi Valley at 7:30 p.m. July 30, and continue there the next day. Hearings will be conducted at the State Building in downtown Los Angeles Aug. 1, 2 and 3. SP will offer its rebuttal Sept. 18, 19 and 20.

Los Angeles, Calif.
(Los Angeles Co.)
Los Angeles Sentinel
(cl. W 33,350)

JUL 19 1979

Allen's P. C. B. Est. 1888

Rapid Transit Rapidly

In the past several weeks there has been much conversation about the proposed Rapid Transit project and the needs for Rapid Transit as a whole in the City of Los Angeles.

One of the prime arguments for the past several years is that Mayor Tom Bradley used Rapid Transit as a campaign issue and promised to bring Rapid Transit to the city.

Now that the possibility of a started system looms in the offing, we would do well to look closely at the needs of the various communities and then determine where Rapid Transit is most needed.

There is that element which believes Rapid Transit should be brought to the San Fernando Valley, since it sits almost isolated from the city per se; in that vein there is that obvious attempt to make sure the first system will be placed in the "Valley."

By the same token, there are those who feel Rapid Transit is most needed in the Santa Monica area. This city too is isolated from the mainstream of traffic and business.

Realistically, however, the city fathers should give some serious consideration to placing the very first Rapid Transit system in South Central Los Angeles, to replace and perhaps repair

some of the damage done by the removal of the "Red Car."

Traditionally, black folk have always lived near the edge of town in some great numbers, and there has always been a greater need in that area for good public transportation. In the past, members of this community have been found in greater need of transportation than those in other segments of this community.

The cost of gas has escalated to such a degree that it is almost prohibitive for people of this community to fill their tanks and drive to their respective places of employment.

Add to this the fact that many people in this community cannot afford to own automobiles, and the need for an effective and efficient public transportation system becomes even more apparent.

This community has suffered at the hands of the so-called "system" through the years. It is time that we got the kind of cooperation we have needed for so many years.

Let the city government take the needs of this community into serious consideration once the actual dollars have been put into the kitty, and bring the first leg of the promised Rapid Transit back into the black community.

Canoga Park, CA
(Los Angeles Co.)
Canoga Park Chronicle
(Cir. W. 30,000)

JUL 19 1979

Allen's P. C. B. Est. 1888

Rail need dispute

1189
Los Angeles County Supervisor Baxter Ward remains alone of area legislators in being skeptical of the effectiveness of the proposed Wilshire corridor subway in alleviating west valley traffic congestion.

"If it will ever be built and there is a question of funding, this subway will only benefit Wilshire property interests," said Ward, who is pushing his own county-wide rail transit proposal.

Councilwoman Joy Picus said, "I favor the subway as the

necessary first step to begin a commuter system in Los Angeles. This will be in the most densely populated corridor (Wilshire)." She calls Ward's proposal as "absurd" and says she has waited 17 years for Caltrans to come up with a viable alternative to resolving the transportation problem in the valley.

Councilman Hal Bernson calls it a "necessary first step" in light of the national energy crunch.

Councilman Marvin Braude

said, "This will be the beginning to help the commuting problem in the west valley. This will eventually go farther as part of a massive plan. No timetable has been set for extension. All our energy will be toward getting the subway built and started as quickly as possible."

The 18-mile line will go from downtown's Union Station under Hollywood and Wilshire corridor to Lankershim and Chandler in North Hollywood.

[Continued On Page 13]

Valley rail need dispute flares

(Continued From Page 1)

Cost is pegged at \$1.9 billion, of which \$1.6 billion would come from the federal Urban Mass Transit Administration.

"I'm totally in favor of it and I'm sure we'll get UMTA's full cooperation for the 80 percent," said Congressman Barry M. Goldwater, Jr.

Joseph Marshall, UMTA acting public affairs director, said the agency would never allocate all \$1.6 billion in one lump sum, particularly since UMTA received only \$225 million for new system construction in 1979, with scores of other cities competing for the same money.

Ward said the recent

City Council subway endorsement "was only lip service" since it carried no funding for construction. There must be 20 percent local matching funds for the project.

Even with the state providing 15 percent of the money, Ward said Los Angeles must come up with about \$100 million for the remaining 5 percent of the cost. "The mayor has said there will be no new taxes and the mayor has never asked for a diversion of gas tax revenue for the city's share."

Marvin L. Holen, RTD president, said there is a possibility of the RTD issuing equipment trust certificates to be repaid for as long as

30 years through future revenues and operational savings for the remaining \$100 million.

Marshall said the experience of other transit authorities in raising money in this fashion proved troublesome when revenues came out less than anticipated.

"If the subway is built at all, it would take 25 to 30 years to finish it to North Hollywood," said Ward. Subway supporters claim once started, construction would be completed in six to seven years.

"This subway will change nothing, because since the stations are planned two to three miles apart, buses will

remain along Wilshire to act as feeder service."

Ward called his county-wide 230-mile transit plan as the most viable. One proposal is to immediately start commuter trains on Southern Pacific tracks from Oxnard through the valley to downtown, using \$21 million in state subsidy. He said the state public utilities commission will be asked this week to require Southern Pacific to permit operation of this line.

Another proposal is slated for a referendum, if Ward gets support of two other supervisors, calling for assessments to finance extension throughout the county a transit service, using rights of ways above freeways. The cost would be \$2 per week per employee.

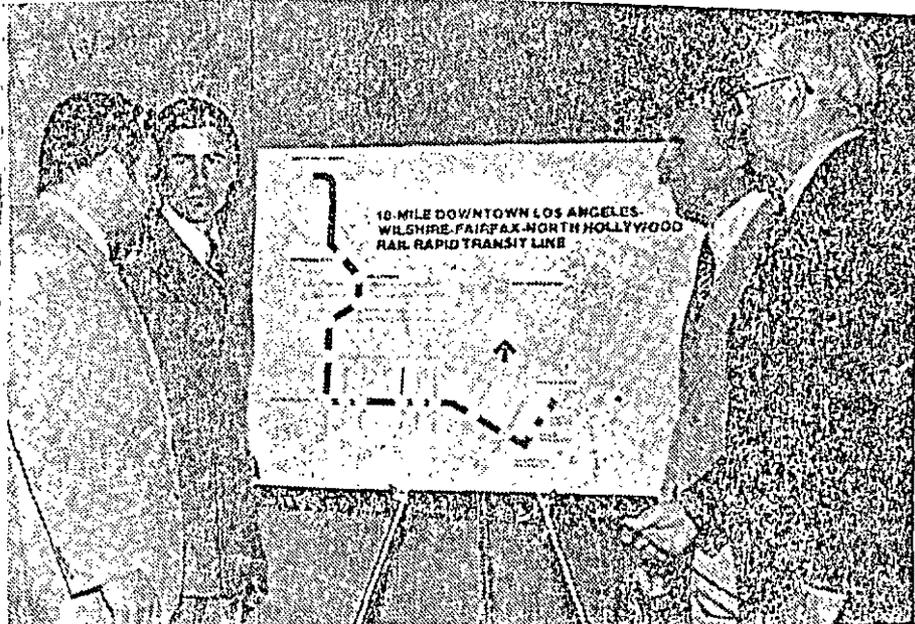
"With retail business down because of the gasoline shortage, we need a county-wide transit system to get the public to and from work, business and stores. We are losing now about \$1 billion in spendable income in the county to rising fuel costs," he said.

Employers now pay an average of \$57 weekly in benefits per employee, he said. He is unsure of board support for his proposal.

Los Angeles, Calif.
(Los Angeles Co.)
Mexican American Sun
(Cir. 2xW. 9,004)

JUL 19 1979

Allen's P. C. B. Est. 1888



GOVERNOR BROWN LOOKS OVER LOS ANGELES TRANSIT PLAN-- Marvin L. Holen, RTD president and Governor Edmund G. Brown, Jr. (left) met recently in Los Angeles to discuss rapid transit plans. Joining them (right) were Los Angeles County Supervisor Ed Edelman and RTD Rapid Transit Department Manager, Richard Gallagher (with pointer). The 18-mile subway system connecting downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood depicted on the map is one of 11 alternatives for rapid transit that will be discussed in public hearings July 9-10-11. Governor Brown, in his recent transit and energy message, called for construction of such a system.

Toluca Lake, Calif.
(Los Angeles Co.)
Tolucan & Magnolian
(Cir. W. 13,860)

JUL 18 1979

Allen's P. C. B. Est. 1888

RTD Proposing Rapid Transit

1139

Starter Line

SCRTD (Southern California Rapid Transit District) officials held a public hearing in North Hollywood on Monday, July 9 to receive comments on its proposed 18-mile rapid transit starter line.

Federal, state, county and Los Angeles City officials, as well as RTD

engineers and planners, have been involved for two years in a study whose results were considered during the hearings. Called a Transit Alternatives Analysis and Environmental Impact Statement, the report spells out 11 different plans including rail/bus and all bus alter-

natives for improving mass transit in the "regional core," a 55-square mile encompassing downtown Los Angeles, the Wilshire area, Hollywood and North Hollywood.

Last October, the RTD Board of Directors gave preliminary endorsement to one of the alternatives.

That proposal calls for construction of an 18-mile rapid transit starter line which would connect Union Station in downtown Los Angeles and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of

Cahuenga Pass, terminating at Lankershim and Chandler Boulevards.

"No tax increase or new tax would be required to finance the plan, estimated to cost \$1.2 billion in 1978 dollars," said Marvin L. Holen, RTD Board president. Holen will chair the

hearings.

"The increasing cost and questionable availability of gasoline makes it imperative we begin action soon on one of these alternatives. If we don't, Los Angeles may suffer serious

(Continued on page 10)

Rapid Transit

(Continued from page 3)

traffic, economic and social problems," said Jack R. Gilstrap, RTD general manager.

Gov. Brown's recently announced \$1.8 billion, five-year mass transit and alternative energy plan calls for construction of such a system.

Following the hearings, which concluded last week, the RTD will make written responses to all responsible comments made during the hearings, or delivered to the District before August 12. Those responses will be combined with the study and will constitute the final Environment Impact Statement.

In September or October, the RTD Board of Directors will select one of the alternatives, with that choice subject to approval of several local and regional planning agencies.

With the community then behind one of the alternatives, immediate go-ahead would be sought from the federal Urban Mass Transportation Administration (UMTA), which is expected to fund 80 percent of the project. The remaining 20 percent can be obtained from existing state gasoline tax revenue sources, and raised locally without new taxes.

The equipment for a rail rapid transit system would consist of four to six car trains, seating 75 comfortably and handling 90 persons standing. Each train

would carry up to 1,000 persons. At first, the trains would operate at about three-to four-minute intervals.

Such a system could reduce total travel time between downtown Los Angeles and the Fairfax area from today's 40 minutes to 25 minutes; the Valley-downtown trip currently taking 55 minutes would take only 35 minutes.

A copy of an Executive Summary of the study is available by writing RTD Rapid Transit Department, 425 S. Main Street, Los Angeles, Ca. 90013.

The proposed rapid transit system would help many Los Angeles Valley College students, declared Dr. Alice J. Thurston, president, in testimony at the North Hollywood hearing of the RTD's Transit Improvement Alternatives.

"We have 500 students living in the Hollywood area," declared Dr. Thurston. "More than two-

third of our 22,000 students work part of full time. Efficient transportation means a great deal to them. They need not only to get to and from school but also to and from work. Some of them work in downtown Los Angeles.

Student Body President Richard Cowsill urged a bus line along Fulton Avenue where the College is located and emphasized the urgency by citing the fact that school starts on September 17 and that already students are planning ways to get to school and to work.

Dwight J.W. Winegar, member of the student transportation committee, recommended the use of the rail line at Chatsworth. The Toluca Lake resident also suggested that along this line from North Hollywood to Chatsworth there should be a station in each community where there are bus connections and where the public can park and board the train.

Los Angeles, Calif.
(Los Angeles Co.)
Wilshire Press
(Cir. 2xW. 42,125)

JUL 18 1979

Allen's P. C. B. Est. 1888

Rail route PAGE 1

Even while the Southern California Rapid Transit District was in the midst of last week's public hearings on its 11 "starter line" proposals, Los Angeles City Council approved an environmental impact report on the RTD's favored Union Station-Wilshire Corridor-Hollywood-San Fernando Valley subway proposal. Council also authorized \$1 million to continue minibus service downtown and in Westwood for another year.

Los Angeles, Calif.
(Los Angeles Co.)
Wilshire Press
(Cir. 2xW. 42,125)

JUL 18 1979

Allen's P. C. B. Est. 1888



PAGE

TRANSIT HEARINGS — The Southern California Rapid Transit District (RTD) board of directors, sitting at table, conducted hearings last week in Hollywood, the Fairfax area, the Wilshire area and North Hollywood concerning 11 alternatives for mass transit in the Los Angeles area, ranging from rail/bus lines, to expanded bus routes to no change in the current system. The RTD board already had given its recommendation to a rail/bus route from Union Station downtown through the Wilshire corridor to Fairfax Avenue and then through Hollywood to North Hollywood. The concept of

a subway system generally received support, although some speakers said they preferred routes other than the one suggested by the RTD board. The board is expected to give its final approval of an alternative in September or October. Then an immediate go-ahead will be sought from the federal Urban Mass Transit Administration, which is expected to provide 80 per cent of the funding. If there are no problems getting the go-ahead, it is expected that preliminary engineering designing can be started in January and that a subway could be completed by 1987. (Bob Waits Photo)

Los Angeles, Calif.
(Los Angeles Co.)
Civic Center News
(Cir. W. 20,000)

JUL 17 1979

Allen's P. C. B. Est. 1888

Council Endorses Subway Line

The Los Angeles City Council has endorsed the proposed rapid transit regional core rail starter line.

What the council actually approved last week was the final environmental impact statement (EIS) prepared by the Southern California Rapid Transit District. The EIS then became the subject of a series of public hearings conducted last Monday, Tuesday, and Wednesday.

The subway line, proposed to run from downtown Los Angeles, along

Wilshire Boulevard and through central Hollywood, and terminating in North Hollywood, will have 14 intermediate stops and make the trip in about 35 minutes. This compares to 55 minutes for a similar bus ride during rush-hour conditions.

"This line represents the beginning of a comprehensive mass transportation system for our region, and it is designed to tie in with other transportation projects we are working on," said Councilwoman Patricia Russell. (Sp. H. 10/15/79)

chair of the Council's Transportation and Traffic Committee and a supporter of the line.

Russell explained that the rail line is one piece of the "Four-Element Program" for public transportation, now being developed by engineers and planners.

The other three parts of the plan are: 1) The Downtown People Mover, a light transit system looping around downtown Los Angeles, already approved by the City Council and awaiting

Continued on page 5.

Line Approved

Continued from page 1.
ing final federal funding; 2) A system of special freeway lanes for express bus service being developed by Caltrans (grade-separated and in addition to existing ones); and 3) Transportation Systems Management, which ties in the other three elements and coordinates them with community transit and surface street buses.

Construction of the rail

line, officials say, would not involve breaking up streets. Unlike construction in Washington and San Francisco, the tunnels would be dug using a much-improved "deep bore" method, the boring machines cutting them some 150 feet below street level and utility lines, coming up only at stations.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News/Washington Report
DATE 7-17-79
TIME 7:49 AM
STN KNX Radio

ATTN: Alice Wiggins

T/D: 7-17-79

RUSS POWELL: The time is 7:49. Let's go live to the national capital in our morning report from our energized KNX News Radio Washington correspondent Jim McCarthy. Good morning, Jim.

JIM MCCARTHY: I don't know if I can follow that line or not, Russ, but good morning anyway. You're getting as bad as Bill out there. In the news this morning we have Tom Neusom of Southern California's Rapid Transit District testifying before the House service transportation subcommittee, speaking in favor of President Carter's energy plans. Neusom's also explaining how the RTD performed during the May energy crunch and what they learned from it, along with what he considers are the ramifications of such shortages for the future.

The subcommittee has broad oversight powers in the field of mass transit which is a big part of the Administration's energy-saving package, and they're trying to find out the best way to utilize our mass transit dollars.

We also have Governor Jerry Brown's name being bounced about in the U.S. Senate, Russ -- not for the Senate but as an argument against mandating any date certain for states to develop emergency evacuation plans for their population in order to get nuclear power generating plants built within their borders. Two Senators used Governor Brown's name in arguing against setting a date certain for such evacuation plans, saying things like the nuclear power industry is fearful of dealing with a Jerry Brown type, and a Governor like Jerry Brown could prevent a state from adopting an emergency evacuation plan as a way of shutting down existing reactors and blocking new ones. Still those arguments lost, probably because California itself has one of the best evacuation plans on the books, and for the moment the Senate is mandating states must have an evacuation plan on the books by June 1st of next year or they face the closing of reactors inside their borders.

And that, my friends, is it from a charged up and energized Jim McCarthy.

POWELL: Thank you, Jim, have a good day.

MCCARTHY: I'll send you some of that charge.

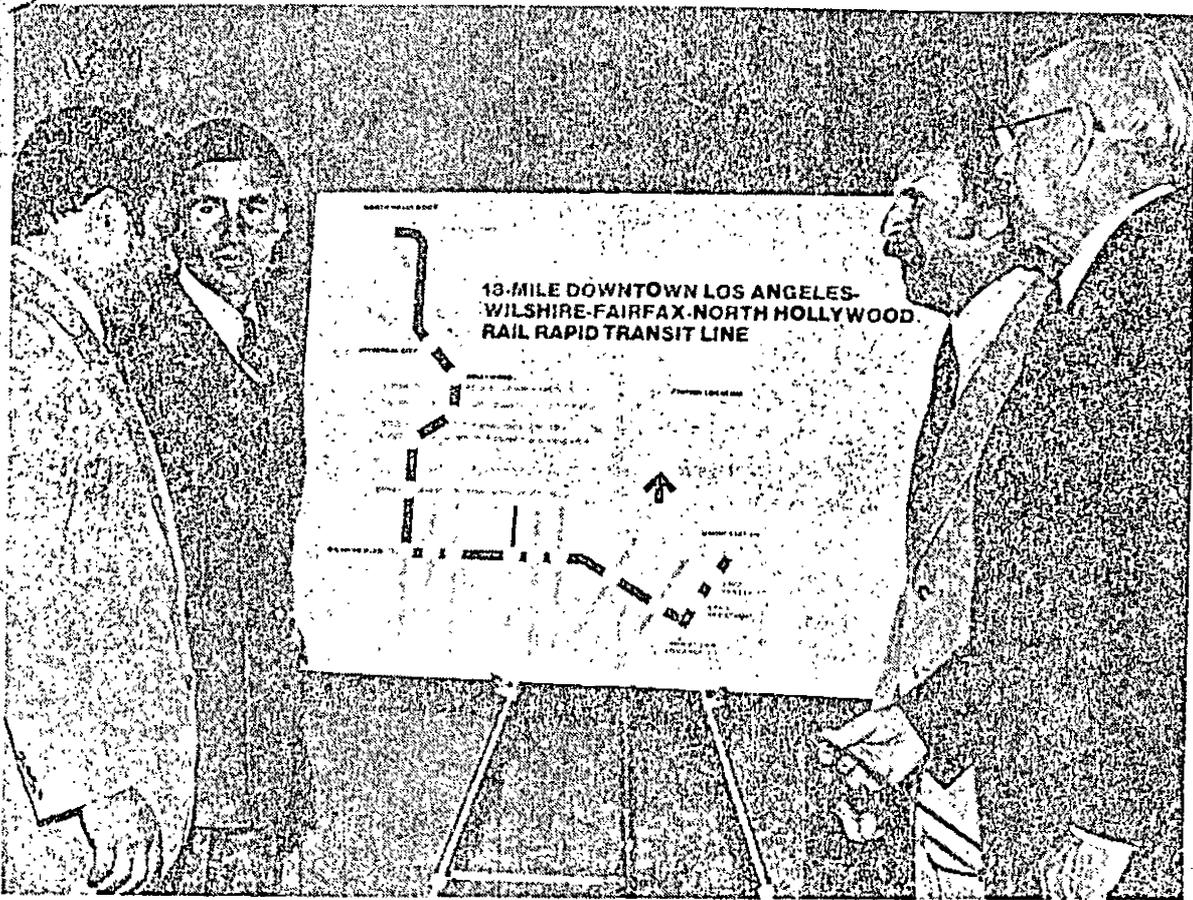
POWELL: We can use it.

MCCARTHY: Take care.

Los Angeles, Calif.
Canyon Crier News
(Cir. W. 4,060)

JUL 16 1979

Allen's P. C. B. Est. 1888



GOVERNOR BROWN LOOKS OVER LOS ANGELES TRANSIT PLAN — Marvin L. Hoiem, RTD president and Governor Edmund G. Brown, Jr. (left) met recently in Los Angeles to discuss rapid transit plans. Joining them (right) were Los Angeles County Supervisor Ed Edelman and RTD Rapid Transit Department manager, Richard Gallagher (with pointer). The 18-mile subway system connecting downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood depicted on the map is one of 11 alternatives for rapid transit. Brown, in his recent transit and energy message, called for construction of such a system.

Whittier, Calif.
(Los Angeles Co.)
Whittier Daily News
(Cir. D. 21,501)

JUL 16 1979

Allen's P. C. B. Est. 1888

Rash Transit Plan

THE GASOLINE crunch has re-emphasized the need for mass rapid transit in the Los Angeles metropolitan area, of which our neighborhoods are a part, and almost predictably one public official has spurred from the starting line with another suggestion for a rail system.

The idea was hatched in the ever-fertile imagination of County Supervisor Ward, the author of the county's only recent railroad venture, the El Camino, which was abandoned late last year after going in the hole to the tune of \$2 million or so. The county still owns some railroad cars which are standing idle on a siding; they probably will continue in that state of wasted repose for some time to come.

#

THE ACT OF crediting the newest rapid transit plan for a railroad to Ward should be sufficient alone to lay it at rest. He would levy every household and business in the county a tax to support to the tune of \$300 million annually a 224-mile railroad system.

To his credit, Ward said: "I really don't know if the people want high speed transit." He should check back on past elections at which the citizens of the county with considerable vigor have turned down such plans. Hundreds of thousands of taxpayers have said no to rail rapid transit in the county — but Ward says he doesn't know how they feel.

This time, under his plan, the railroad would be run by the Rapid Transit District, not the county. It is hard to determine which would do the poorest fiscal job. The current report of the RTD shows that in fiscal 1978 it took in \$82.6 million in passenger fares and paid out \$200.9 million for operations, maintenance and administration. With county, state and federal-cash grants totalling \$117.8 million it still paid out \$135 million in operation costs in order to take in \$82.6 million in fares. Such figures are convincing.

#

THE NEWEST railroad proposal for the county comes at a time when the Legislature has passed and the governor has approved a \$1 billion state assistance program to transit over the next five years. It comes at a time too when the RTD, Caltrans and the Los Angeles County Transportation Commission are in the midst of a study on transit development here.

So the Ward idea should be shelved, if for no other reason than its poor timing. The remaining supervisors would do their voters a favor by turning to other public issues.

Unquestionably the need for some sensible, economic form of mass transit exists in this big region. But no costly railway plan has ever aroused any interest save that of a few politicians who don't have a close feel on the public pulse.

WHITTIER DAILY NEWS
JUL 16 1979

Van Nuys, CA
(Los Angeles Co.)
Valley News
(Cir. 6xW. 265,337)

JUL 15 1979

Allen's P. C. B Est. 1888

Talk is cheap, 1139 PAGE 1 rail plan isn't

By IRA RIFKIN

Los Angeles has been talking about constructing a new rail mass transit system ever since the one it had, the old Pacific Electric railway system, succumbed to a fatal dose of the private automobile in the 1950s.

Talk, after all, is cheap.

But building a system is not, and Los Angeles voters repeatedly have turned aside all proposals to tax themselves to provide local matching funds for a mostly federally financed replacement of Pacific Electric's one-time 1,100-mile network that extended from the San Fernando Valley south to Orange County and as far east as Redlands.

Now, in the midst of mounting concern over future gasoline supplies, Los Angeles has a new rail plan to consider — the Southern California Rapid Transit District's proposed 18-mile starter line that would link downtown's Union Station with North Hollywood via the Wilshire Corridor and Hollywood.

The line, which was the subject of public hearings this past week, carries a far-from-cheap price tag, an estimated \$2 billion for what would be the largest public works project ever undertaken in Los Angeles.

The plan differs from past proposals in that no public vote is required to authorize local spending because RTD officials and their political supporters, including Mayor Tom Bradley, insist no new or additional local taxes would be required for the project.

Where, then, would the \$2 billion come from?

According to project boosters, 80 percent of the cost, \$1.6 billion, would come from the federal Urban Mass Transit Administration. Supporters claim Los Angeles is all but assured of receiving the money.

"I'm sure we will get UMTA's full cooperation, which would be 80 percent," said RTD Board President Marvin L. Holen.

"The funds are there. All we need do is apply," Rep. Barry M. Goldwater Jr., R-Woodland Hills, told reporters after testifying in support of the project at RTD's hearings this week.

"UMTA has a substantial budget and it is even being increased. It's just a matter of whether they think the Los Angeles plan is worthwhile or not," added Barry Wiegand of the American Public Transit Association, a Washington, D.C.-based organization that represents mass transit agencies.

Please turn to page 20, col. 1

Los Angeles talk is big, cheap proposed rail transit system

From page 1

Others, however, say the money is far from being in the bag and the assurances are little more than an optimistic sales device designed to generate the public support required by UMTA officials before they will actually commit funds.

One of those falling into the latter category is UMTA's acting public affairs director, Joseph Marshall.

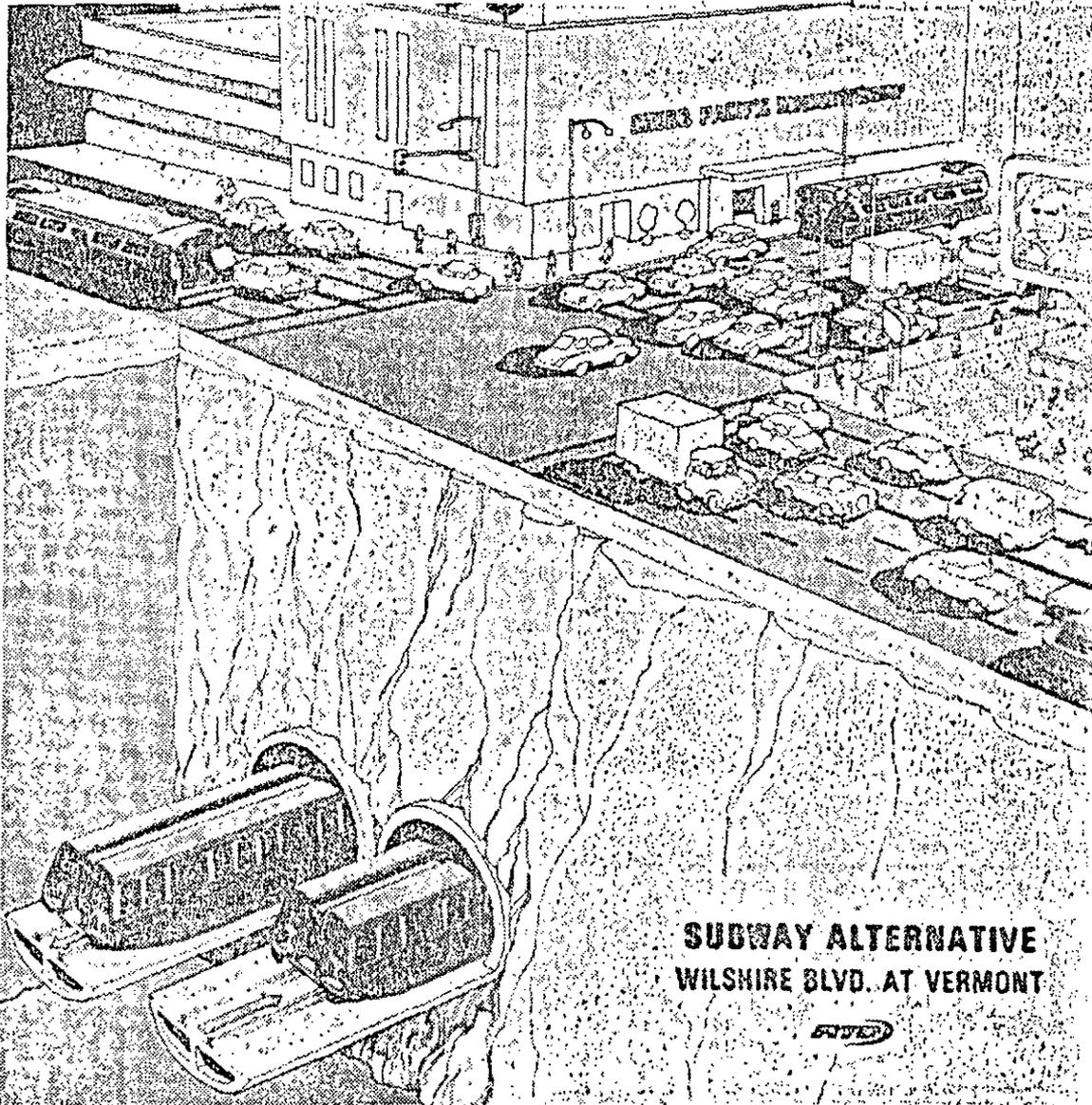
"Oversell is probably typical with projects of this kind," Marshall said during a telephone interview from his Washington office. "But that's OK. I mean, would you buy something if the seller didn't tell you it was a good deal?"

In fact, said Marshall, at this point there is no commitment of funds to Los Angeles for construction of the system, nor can there be.

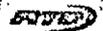
"You can only make commitments for the money that's been authorized to UMTA so far. Beyond that, everything is subject to future Congressional action. Everyone assumes Congress will authorize more in the future, but no one can be sure of that. There are too many ifs involved," Marshall explained.

Furthermore, UMTA would not allocate in one lump sum all of the \$1.6 billion RTD is hoping for.

"We don't as a matter of policy approve funding for an entire system," Marshall continued. "What we would do if we were to approve funding for L.A. is to okay it a segment at a time. We might, for example, just fund one-third of the 18 miles to begin with.



**SUBWAY ALTERNATIVE
WILSHIRE BLVD. AT VERMONT**



One alternative to 18-mile starter line on rail-transit system is subway as shown in this

artist's sketch. But subway's projected cost may be prohibitive.

"That is in keeping with a philosophy. You don't just c holes at either end and th maybe run out of money as they did in Cincinnati early in this century. All they have there now are a bunch of holes.

"It's better to have a smaller, working system. It's practical. That way if you've spent one-third of your money, you have one-third of your system in operation. It's a matter of UMTA wanting to be sure it will get something for its money.

"We have scarce resources (UMTA received \$255 million for new system construction in 1979) and we need to find the best uses for what we have," he said.

Marshall also said even if UMTA takes the next step in the process, as expected, and allocates engineering study funds to Los Angeles, that does not necessarily mean construction funds will follow because of the number of other cities — Washington, Baltimore, Atlanta, Buffalo, Miami and even New York City; among others — competing for slices of the same pie.

Another money question mark is the 20 percent that UMTA requires in matching funds prior to allocating its 80 percent share.

Holen said RTD expects the state to provide at least 15 percent of the matching funds and perhaps even more.

In an interview, Holen cited Gov. Edmund G. Brown Jr.'s signaling out the RTD rail plan for special consideration when he signed into law last month an

\$800 million, multi-year transportation funding bill as well as another measure still before the state Legislature that would allow Los Angeles to bankroll 25 percent of all gas tax revenues allocated to Los Angeles County. Permission to bankroll the money, rather than having to spend it in the year it is allocated, would allow retention of the money for the rail plan.

Robert McCleary, assistant executive secretary of the State Transportation Commission, said the second bill, being carried by Assemblyman Walter Ingalls, D-Riverside, chairman of the Assembly Transportation Commission, "has a reasonably good chance of getting through."

In a telephone conversation from Sacramento, McCleary also emphasized the Brown administration's support of the L.A. rail plan. "My commission is pretty committed to the project and would be willing to allocate the maximum," he said.

But RTD would probably still have to come up with about 5 percent, or about \$100 million, to round out the 20 percent in matching funds.

Holen said the issuance of equipment trust certificates to be repaid over as much as 30 years through future revenues and operational savings RTD expects to reap from the rail line could be used to raise the \$100 million.

However, UMTA's Marshall said his agency "would take a pretty hard look" at that because of its experience with Washington's Metropolitan Area Transit Authority.

"METRO included certificates as part of its match and now we find out that the system isn't producing revenues as fast as we were told," Marshall said.

The many funding uncertainties that remain have prompted Los Angeles County Supervisor Baxter Ward, who generally is the elected official most supportive of rail transit in Los Angeles, to label RTD's financing plan "a myth."

Ward, who represents the Valley on the board, said he is against shifting county government's gasoline tax share to the RTD plan because the line, which would have just two stops in the Valley, one in Universal City and the other at Lankershim and Chandler Boulevards in North Hollywood, "does so little" for his district.

Ward, who has his own, more extensive transit plan in the works that would rely on public and business assessments, was also skeptical of the no new taxes claim advanced by RTD and its backers. "I heard the mayor say no new taxes, but you know nothing comes your way for nothing," Ward said.

Ward does, however, support RTD's contention that the project can be accomplished for \$2 billion. George Richmond, transit development coordinator of the Los Angeles County Transportation Commission, which must also pass approval on RTD's proposal, also believes the estimate is a realistic one.

State Transportation Commission official McCleary called the \$2 billion figure "a good ballpark guess at this point."

Holen explained the estimate includes an 8 percent compounded inflation factor. Should the inflation factor increase at a faster level, he said, "UMTA will come up with it I'm sure. No project anywhere can be built any other way."

But a look at other recent large-scale metropolitan rail projects suggests the best laid plans invariably wind up costing more than originally projected.

The San Francisco Bay Area Rapid Transit project, for example, was originally projected to cost between \$900 million and \$1 billion. After a five-year construction delay the tab came to \$1.6 billion.

Fansteel said more than 50 percent of the added cost may be attributed to higher than expected inflation, with the rest caused by labor strife and political indecision.

While the construction tab may be high, Holen believes it will cost less in the long run than added highway construction or increased bus service. "And that's without figuring in the reduced cost to the motoring public of buying gasoline and cleaning up environmental damage caused by car emissions," he added. RTD also points to the "thousands" of jobs the project would produce and the financial stimulus the rail plan would provide the local economy.

"The \$1.6 billion federal subsidy will generate new tax revenues that would probably equal whatever local gas tax money we might put into the project," Holen said.

Bruce Winters

To heck with oil saving measures!

1131

Van Nuys, CA
(Los Angeles Co.)
Valley News
(Cir. 6xW 265,337)

JUL 15 1979

A valued friend, separated in age from my son by some 40 years, has spanned the generation gap with an idea embraced enthusiastically by the younger Winters. It is either a radical notion or a nutty one, but it crystallizes the frustrations of many.

From opposite ends of the chronological spectrum, they both have concluded no effort should be made to conserve oil.

It seems shocking at first, even vaguely unpatriotic, but they argue they would rather have a fast, merry existence instead of downgrading their lifestyles in a futile attempt to postpone the inevitable.

If there is a finite amount of oil in the earth's crust, why not simply use it all up as quickly as we can, they ask. Why stretch out the time between our oily present and the day of reckoning by a mere 10 or 20 years, sacrificing along the way, but never changing the reality of the ultimate empty gas tank.

They further contend the certainty of dry pumps would accelerate the process of locating new energy sources. Nothing produces progress faster than panic, they say.

There is a zany logic to their argument, which can be spun for hours over a pitcher of martinis. Frankly, I am not so sure that subconsciously it already has

not been accepted by a majority of people. Why else do Americans resist all efforts at conservation until the gas lines reach two blocks?

This raises another question about conservation. Federal energy officials point to the way Americans conserved everything during World War II, even writing songs and stories to a new breed of hero-savers. Paraphrasing some lyrics of that day, our leaders now say, "we did it before and we can do it again." I doubt it.

At that time, the nation was mobilized for a war to make the world safe for democracy, as the sloganeers described the bloodshed — to differentiate it from World War I, the war to end all wars. Anyway, the sacrifice demanded of Americans ended with VE and VJ days, and all the world's peoples began a self-indulgent orgy of materialism that brought us to where we are now.

What my friend and my son are saying is that simple conservation cannot check this runaway trend, so why try.

And while I am committing this public heresy, let me make a disclaimer or two about the latest subway proposal. In a word, I am skeptical.

For the record, let me say I favor rail transit and appreciate

its ability to move commuters quickly and safely, with a minimum of environmental damage. If the rights-of-way of the fabled Pacific Electric Railway were still in place, I would be out tub-thumping for new cars and new tracks to make the old lines live again.

But Los Angeles and the San Fernando Valley are very different places now from when the Big Red cars held sway. It is nostalgia and nothing more to dream of reviving that system. What I am wondering now is whether any subway would work in a city that is divided by a mountain range; with not one but several "downtowns," and with suburbs as scattered as a sunburst.

Elsewhere in today's paper, Ira Rifkin examines in detail the RTD's proposal for a \$2 billion "starter" line of 18 miles running from Union Station to Lankershim and Chandler boulevards in North Hollywood.

As Rifkin's reporting reveals, the federal government, which is scheduled to bankroll 80 percent of the project, will commit funds only for one segment of the project at a time, not all 18 miles in one swoop. That leads me to believe the line might never cross Cahuenga Pass into the Valley, conveniently ending at Hollywood Bowl while the

planners and financiers wrangle over escalating costs.

Moreover, the Valley west of Van Nuys probably would not make use of the subway, anyway. Why should a Woodland Hills commuter get out of his car — or an RTD bus, for that matter — to transfer to a train that takes 35 minutes to reach downtown because it meanders through Hollywood and the Wilshire corridor?

Another thing: if the RTD carries more people on buses daily in the Wilshire corridor than San Francisco's BART, why not extend the proposed subway west of Fairfax rather than swinging it over the hill? But we know the answer to that, don't we? Politics demands some notice be taken of the Valley so its citizens do not feel left out of what will be the biggest public works project in the city's history.

But does one North Hollywood station constitute a real service to the Valley? I wonder.

I ride the bus to work regularly and would suggest the RTD service could be improved at a fraction of the subway's cost with cleaner, faster buses. Subways are ornaments to mayors and civic bureaucrats; buses are common, but they do the job.

Bruce Winters is editor of the Valley News.

In 1945, at the tail end of World War II, the nation's transit systems ran 3,253,800,000 miles and logged 23 billion passenger trips. But in the intervening three decades, gas was cheap and highways multiplied. The resulting urban sprawl was a nightmare for transit systems that require high-density urban living to keep costs low.

By the end of 1972, U.S. transit ran only 1.7 billion miles and riders logged just 6.6 billion trips — less than half the pre-war record and a quarter of the 1945 mark.

Today the transit network, shrunken and frequently dilapidated like the passenger rail systems, seems forgotten as the Carter administration struggles to implement a national energy policy.

"GETTING THE president to say something nice about public transit is practically impossible," says a spokesman for APTA, a trade group.

Carter's reticence is tied to the No. 1 problem facing the nation's transit systems: money. Transit's complicated financial situation is described by Marvin Holen, an attorney who is president of the Southern California Rapid Transit District: "Everytime a paying customer puts his foot onto one of our buses, we lose money."

Farepayers pay 53 percent of the cost of providing transit service; the balance comes from taxpayers, more than \$2 billion a year for operating subsidies alone. On top of that, taxpayers pay practically all the cost of new equipment, more than \$1.5 billion last year.

Thus, growing transit systems present a difficulty for government officials — the bigger transit systems become, the larger the funding needed.

BUT IN California, state officials got religion shortly after the ridership increases went into double digits. Gov. Jerry Brown proposed legislation to provide more than \$1 billion for transit improvements. Transit officials across the nation say they need a similar commitment from President Carter and from Congress if transit is expected to handle increased ridership.

Richard Page, who stepped down in May as head of the Urban Mass Transportation Administration, says UMTA's \$3.1-billion annual budget is about half what's needed for a serious effort to establish a strong transit network.

Carter, however, trimmed UMTA's 1980 budget request by 10 percent and adopted a "standing still" increase to cover inflation.

"If our policymakers want commuters to leave their cars at home, we'll need a big investment in public transit," says Holen of Southern California's transit system. He ought to know; the RTD just won UMTA approval for 1,200 new buses a cost of

\$140 million to replace almost half the LA fleet — among the oldest in the nation — and Holen now must try to win U.S. aid for a \$2-billion subway.

IT IS A lot of money, but for years transit has withered in the shadow of the U.S. highway program. Since World War II, the Federal Highway

Trust Fund had provided \$84 billion while federal outlays for public transit come to \$13 billion, less than what's needed to refurbish the systems today.

Federal transit aid, nevertheless tripled in the past five years, from \$1.1 billion to \$3.1 billion. Support to subsidize day-to-day operating deficits was begun in 1974 and Congress recently approved the shift of some highway funds to mass transport.

Patronage began to turn around after the 1973 oil embargo, but even so it's only half the pre-World War II figure when the nation's population was smaller. And most transit systems are stretched to capacity and beyond at peak hours.

Which is one reason transit officials worry about the possibility of gas rationing. Says George McDonald of Southern California Transit: "I don't know how much more blood we can squeeze out of this turnip."

More Riders Than Buses.

1139 Nation's Transit Can't Handle New Patrons

LOS ANGELES (AP) — It's 97 degrees at the corner of Wilshire and Figueroa, and Jas Anderson is standing, sweltering, at one of the 30,000 bus stops in Los Angeles County.

When his bus, No. 83, finally shows up, it's jammed and doesn't stop. Another bus is right behind. Two riders manage to squeeze out the back door, but Anderson can't wedge his way in.

He makes the third bus, standing room only, packed.

WHEN HOUR-LONG gas lines spread through parts of the nation during May and June, the congestion spilled into the nation's transit systems. Millions of Americans, pestered by gasoline shortages and buffeted by soaring gas prices, sought other transportation.

Unfortunately, many of the nation's 1,000 transit systems can't handle a sudden surge in ridership of the sort that drove Jas Anderson onto No. 83. They don't have enough money or equipment.

Thus, while federal officials privately deplore the car culture that has induced U.S. dependence on expensive and unreliable foreign oil supplies, they are hamstrung for an alternative.

U.S. Transportation Secretary Brock Adams recently explained the dilemma to a congressional panel:

"LET'S SAY we reduce automobile transportation by 5 percent, which sounds like nothing. Let's say tomorrow everybody got out of cars, 5 percent of them, and went on the public transportation system. We would blow every fuse in the United States in public transportation. Overnight we would need 30,000 more buses to carry people back and forth to work."



Los Angeles bus has standing room only for new rush hour riders. Gas crunch might strain system even more.

In California, where two-hour gas lines appeared in early May and dollar-a-gallon appeared in early June, double-digit ridership increases were widely reported.

Elsewhere, transit officials reported double-digit ridership increases as early as March.

In Los Angeles County — the spiritual center of the U.S. car cult, a 2,000-square-mile urban bonanza so spread out that the very idea of mass transit seems ludicrous — bus ridership was up 25 percent during May. There was a predictable drop in early June when gasoline lines disappeared, but passenger boardings still averaged 1.35 million a day, compared to about 1 million in June 1978.

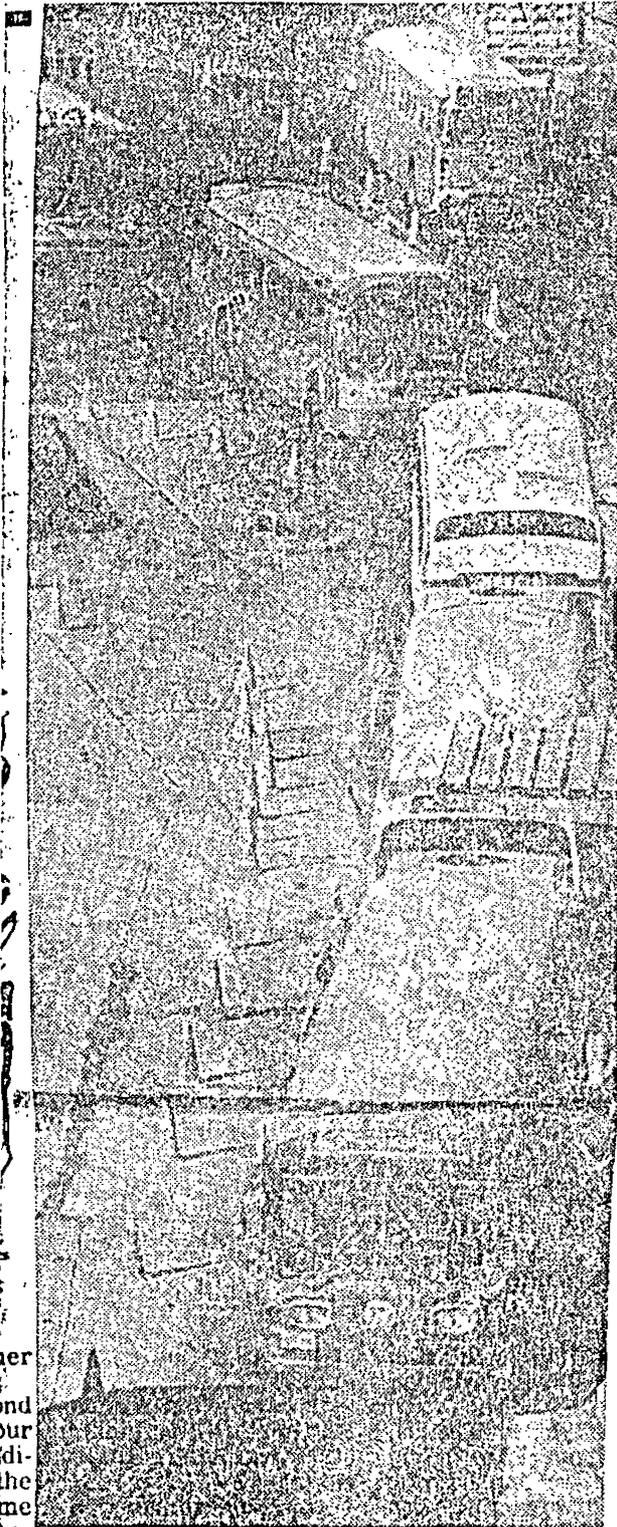
"WE CANNOT sustain this effort for long," says Marvin Holen, president of the board for the Southern California Rapid Transit District.

To cope, transit officials recalled 39 buses on lease to Seattle, went to around-the-clock bus maintenance to keep the rush-hour fleet at full strength, and bolstered park-and-ride routes.

LA's system is now so strained that chief planner George McDonald has drafted a plan to commandeered school buses should future gasoline shortages cause another big surge in ridership.

Gerald Haugh, general manager of Long Beach Transit, says a crush of commuters forced creation of "shipyard specials," extra runs to the Naval Shipyard. Ridership shot up 30 percent in May.

THERE IS A touch of irony to this frenetic activity.



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AP Photo

PUBLIC TRANSIT FACES HUGE CROWDS
More Buses, More Money Might Help

Costa Mesa, CA
(Orange County)
Daily Pilot
(Cir. D. 46,337)
(Cir. S. 46,051)

JUL 15 1979

Allen's P. C. B. Est. 1888

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM Michael Jackson Show
DATE 7-15-79
TIME 6:05 PM
STN KCET-TV, Ch. 28

ATTN: Alice Wiggins

T/D: 7-17-79

MICHAEL JACKSON: Your Honor, six years now you've promised us rapid transit and we don't have it. Why?

MAYOR TOM BRADLEY: Well, Michael, we did everything within the power of man, I think, to accomplish that. In 1974 the people of Los Angeles in fact voted 57% to tax themselves to buy and build a rapid transit system. Unfortunately...

JACKSON: Proposition I.

BRADLEY: Yes. Unfortunately the -- that was Proposition A -- unfortunately the people in the other cities in Los Angeles County, who also had to approve it, did not, and it failed. We started immediately on a more modest program. That was approved in 1976. We started our planning effort, and just this past week we held hearings at the RTD board for the purpose of agreeing on the Wilshire corridor as the line that we will submit to Washington for federal funding.

JACKSON: But, sir, doesn't that mean over a hundred million dollars, and with the passage of that proposition, shouldn't we have started putting money away in a bank to gain interest and if so, we could have paid for half of it already.

BRADLEY: Well, we have the money locally through our state gas tax funds and RTD to put up our 20% match. It would not have done any good to squirrel the money away in the bank. There was so much that had to be done prior to the final decision, but we're close now.

JACKSON: Linda, did you to respond or make comment?

LINDA BREAKSTONE: Mayor, during your campaign you stated over and over again that you would personally supervise a groundbreaking on a rapid transit system. Now notably...

BRADLEY: Linda, never did I say I'm going to supervise. I did make one statement to the effect that within 18 months I would break ground for the rapid transit. I think that I delivered it in terms of an effort. I made every effort possible and nobody can fault me for the fact that the people voted no. The people of Los Angeles, my constituents voted yes. But I cannot take the responsibility for

everybody.

CAROL BRESHEARS: Mr. Mayor, in 1976 you backed Baxter Ward's surface rail plan...

BRADLEY: Um-hm.

BRESHEARS: ...that was turned down by the voters. He's dusted off that plan. Now he wants large corporations to pay for mass transit in California or Southern California. I'm wondering if you're going to take the leadership and help him get that plan passed.

BRADLEY: Well, just as I did in 1976, I examined it very carefully before I came out in support of it, and I finally did, supported it vigorously. I have not yet reviewed this plan and I want to do that. There are some other groups that are looking at it. I want them to offer their advice and their information. Eventually I'll take a look for myself and if it's something that I think could be supported, I will.

BREAKSTONE: Do you have any predictions on when ground will be broken on a rapid transit plan?

BRADLEY: No, I -- I think that the possibility of getting federal funding is good. We are going to have to get additional money, and it is my hope that the President's excess profits tax is going to be passed, because in that package is set aside enough money that Los Angeles could in fact have a source from which it could get the money.

JUL 15 1979

Allen's P. C. B. Est. 1888

Rail line is one of 11 proposals put forth to handle L.A.'s needs

The \$2 billion, 18-mile rail line proposed by the Southern California Rapid Transit District is actually just one of 11 different proposals put forth by the agency for dealing with the transportation needs of Los Angeles' 55-square mile "regional core" area.

The 18-mile starter line (so called because RTD hopes it will be extended in the future) is Alternative II of the 11 proposals and is the one being pushed by the RTD board and Mayor Tom Bradley. Based on official actions so far, it appears that if any starter line is constructed in Los Angeles, it will be Alternative II.

Alternative II also received the overwhelming backing of those who testified at RTD's hearings on the proposals held this past week.

Alternative II is favored, according to RTD, because it includes a large segment of the heavily traveled Wilshire Corridor while also taking in Hollywood and extending into the San Fernando Valley.

Although Bradley said during

the hearings that Alternative II "provides a much needed link between the San Fernando Valley and downtown," county Supervisor Baxter Ward believes it will be "25 to 30 years" before the Valley benefits from the rail plan.

RTD officials, meanwhile, say the line could be operational

*The line could be
operating 6-7 years
after building begins*

within six or seven years after construction begins. They hope construction will start as early as 1981.

The line would connect Union Station downtown with North Hollywood.

Planned stops would be at the Civic Center, 5th, Flower and Alvarado streets downtown, Hauser Boulevard and Vermont, Normandie, Western, La Brea, and Fairfax avenues along Wilshire Boulevard.

The line would turn north at

Fairfax, stopping at Beverly and Santa Monica boulevards and twice in Hollywood, including a stop at the Hollywood Bowl. From there, the line would follow Cahuenga Pass into the Valley, where stops would be constructed at Universal City and the intersection of Lankershim and Chandler boulevards in North Hollywood.

Current RTD thinking is that the line would be entirely underground — a subway — although it might surface and run at ground level through Cahuenga Pass.

The deep-bore method of construction would be used, which, according to Marvin L. Holen, RTD board president, would minimize surface disruption.

"Unlike those systems built in Washington and San Francisco, which had very obvious construction problems, we would be using a system of tunnel construction that would go almost unnoticed by area residents and businesses," Holen maintained.

San Francisco and Washington used a construction method known as cut and cover, which

requires digging large holes from the surface down.

"This technique means street closings, congestion, dust and other problems," Holen said. "But we will be using the deep-bore method, doing the majority of our work 60 to 150 feet below the street level."

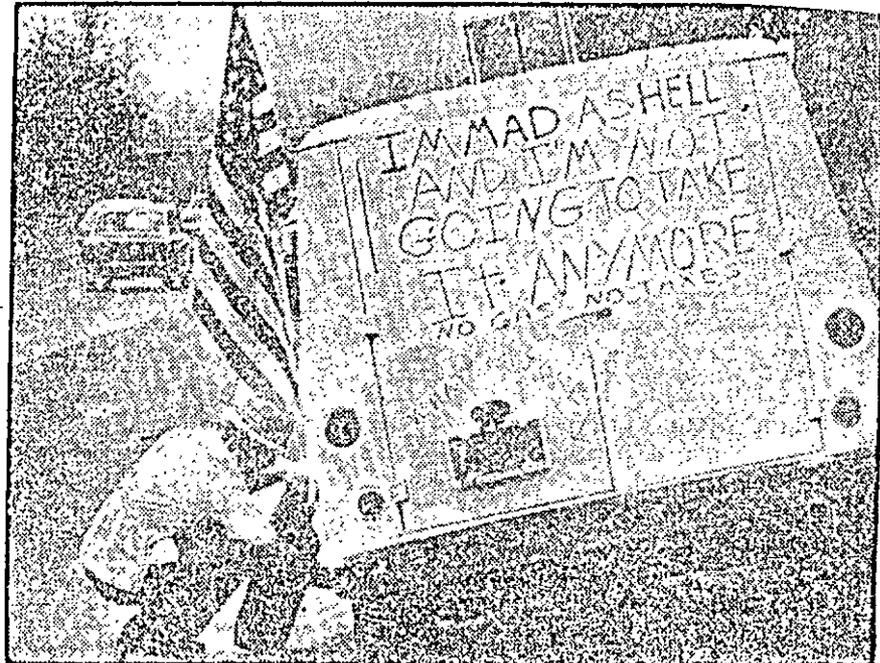
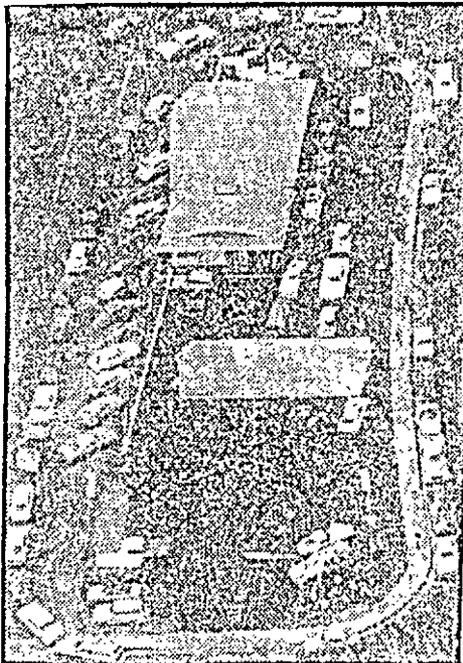
Surface disruption would only occur where stations would be built, he added.

The decision to use the deep-bore method was based on core samples showing sufficient solid rock, the required geological condition for employing the construction plan, taken by RTD along the entire 18-mile route.

Holen also said it would cost \$233 million less to construct the line using the deep-bore method than it would with cut and cover.

Trains consisting of four-to-six cars capable of handling up to 1,000 persons would operate at three-to-four-minute intervals, according to a recent RTD press release. The trip from North Hollywood to downtown would take less than 30 minutes.

— IRE RIFKIN



CALIFORNIA SCENE: A gun-toting gas station owner (clockwise from top), a sign that says it all about the energy crisis and

the ring-around-the-corner approach which was the typical gas-buyer's dilemma during the worst of the crunch. (AP photos)

CALIFORNIA CHOO-CHOO

\$2 billion subway plan may end L.A.'s love affair with the car

By William Hines

Sun-Times Correspondent

LOS ANGELES—A Fourth of July holiday with most gas stations closed and others selling fuel at \$1 a gallon marked another stage in the rapid cooling of Southern California's notorious love affair with the car.

Metropolitan Los Angeles is mad for the auto, with hundreds of miles of high-speed highways that encourage urban sprawl, but without an inch of rail-based mass transit. It is an example of what Chicago would be like without subways, Ls and commuter trains.

It was not always this way. The Los Angeles area's first big spurt of growth coincided with development of the most extensive interurban rail system in the world—a 1,100-mile network that gradually was dismantled and replaced by buses after World War II, largely at the instigation of General Motors Corp.

Only now are Los Angeles residents seriously considering a return to the days of rail, and this month, officials of the Southern California Rapid Transit

District (RTD) are holding a series of meetings to brief the public on a \$2 billion plan to bring a subway to Los Angeles.

RTD'S PLAN depends on federal financing under the Urban Mass Transportation Act, which bankrolls qualified projects with 80 per cent of construction cost. The district believes it can get the other 20 per cent—\$400 million—from a new kitty established by the state legislature, with the approval of Gov. Edmund G. Brown Jr.

Nadeem Tahir, a senior planner for RTD, said in an interview that preliminary engineering of the line could begin in January and trains could be carrying passengers in 1987 or 1988.

The 18-mile route will run from Union Station through the newly revitalized high-rise downtown area, through the densely populated Wilshire residential and business section and then north through Hollywood and end at the southern edge of the populous San Fernando Valley.

Almost all the line will be routed

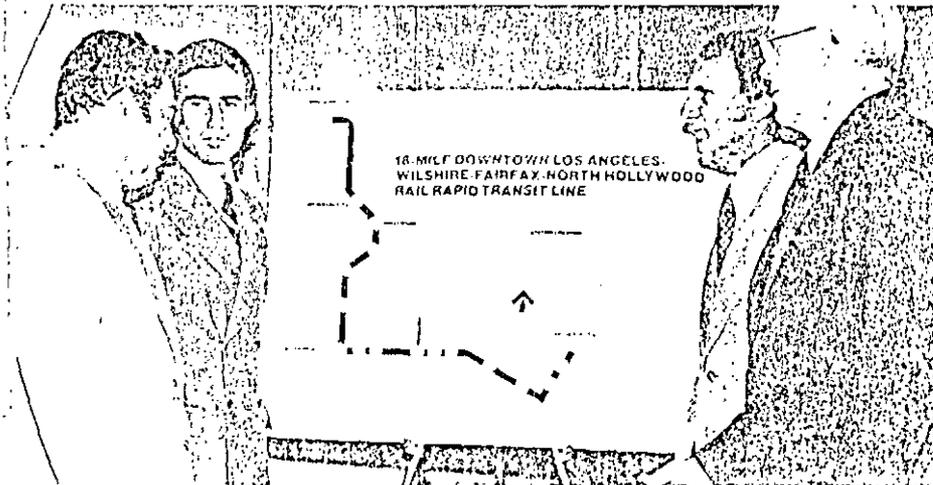
through tunnels, thus avoiding the surface disruption that accompanies "cut-and-cover" subway construction.

TAHIR SAID SURVEYS indicate that the line will carry about 275,000 passengers a day, 100,000 of whom otherwise would be using their autos to make the trip. The other 175,000 would be riding RTD subways instead of buses, he said.

The transfer of 275,000 riders a day to an electric rail system would significantly save petroleum products, Tahir said.

An 18-mile line in an area the size of metropolitan Los Angeles will not solve all the area's fuel problems, by any means. However, plans are under way to expand the system gradually. A modest outlay of money could raise the rail line from 18 to 50 miles, Tahir said.

Recent developments here show a trend away from highways to mass transit, Tahir said. As an example, he cited an official recommendation to abandon a 17-mile freeway now on the drawing boards, and to divert the \$1 billion for subway construction.



LOOKING OVER RAPID TRANSIT PLANS—Marvin L. Holen, Southern California Rapid Transit District president, far left, and California Gov. Edmund G. Brown Jr., second from left, met recently in Los Angeles to discuss rapid transit plans. Joining them were Los Angeles County Supervisor Ed Edelman, second from right, and SCRTD rapid transit department manager, Richard Gallagher, with pointer.

Torrance, Calif.
(Los Angeles Co.)
The Daily Breeze
(Cir. D. 76,289)
(Cir. Sun. 89,820)

JUL 11 1979

Allen's P. C. B. Est. 1888

Ward labels transit plan 'fraud'

By Copley News Service

An angry county Supervisor Baxter Ward Tuesday charged that a proposed 18-mile subway/bus system for downtown Los Angeles is based on an "undeniable fraud."

A day after the Los Angeles City Council unanimously agreed to the concept for the estimated \$2 billion line, Ward complained that the issue of local funding had not been addressed.

The supervisor, a long-time supporter of rail trans-

it who is currently proposing his own plan for an alternative transportation system, argued that the subway/bus system between downtown Los Angeles and North Hollywood could require \$100 million in local funds.

He also complained that the system, designed primarily for commuters in the busy Wilshire corridors, would not meet the transportation needs in other sections of the city and county of Los Angeles.

"I refuse to believe,"

Ward said, "that when the gasoline shortage comes, it will only come along Wilshire Boulevard."

Despite concern by Supervisor Edmund Edelman that Ward's criticism could hurt chances of cooperative transit planning and support for any new system, Ward insisted that the subway/bus plan needed further study.

"I've been accused of jeopardizing this damn Wilshire subway (proposal) for five years and I say the hell

with that . . .," Ward said.

His criticism and a planned discussion of placing his rail line proposal before November voters was delayed with the suggestion by board Chairman Kenneth Hahn that a "summit meeting" be held between supervisors, Los Angeles City Council members, Mayor Tom Bradley, the county Transportation Commission and the Southern California Rapid Transit District, which prepared the environmental study on the subway/bus line.

July 11, 1979

Rail, bus

Hearings on transit end tonight

Last public hearings on an environmental impact statement by Southern California Rapid Transit District (RTD) concerning 11 different rail/bus and all-bus mass transit alternatives for the "Regional Core" of Los Angeles are scheduled for today at Great Western Savings and Loan, 3660 Wilshire Blvd.

Two hearings will be conducted, one in the afternoon from 2 to 4 and the other from 7 to 9 p.m., both in the Community Room on the Mezzanine Level.

Hearings were conducted in Hollywood yesterday.

The RTD Board of Directors already has given preliminary endorsement to one of the alternatives, a rail/bus starter line from Union Station in downtown through the Wilshire corridor to Fairfax Avenue and then north through Hollywood to North Hollywood at Lankershim and Chandler Boulevards.

But other alternatives which the environmental impact statement addresses include:

—A variation of that starter line in which the rail line would turn north at La Brea Avenue rather than Fairfax.

—A slightly shorter rail system serving less of the Wilshire corridor going north at Vermont Avenue, west on Sunset Boulevard and then through Hollywood to North Hollywood.

—A rail system serving the Wilshire corridor only from downtown to Fairfax Avenue

—Buses only from downtown to North Hollywood via the same route as that supported by the RTD board for a rail line.

—Or even maintaining the status quo; i.e., no change from existing service.

Anyone may attend the hearings and provide input or provide input in writing to RTD before Aug. 12. Executive Summary of the environmental impact statement will be available at the hearings or can be obtained by writing to RTD at 425 S. Main St., Los Angeles, 90013.

Any public input will be combined and addressed in the study.

The RTD board then will select one of the alternatives, probably in September or October, that choice being subject to approval by local and regional planning agencies.

When those steps are completed, an immediate go-ahead will be sought

from the federal Urban Mass Transportation Administration (UMTA), which is expected to fund 80 per cent of the project — the rest of the funding would be supplied from existing state gasoline tax sources and raised locally without new taxes.

If all goes as planned, work on the preliminary engineering design is expected to start about January 1980.

Actual operation of a rail system would be expected in 1987.

Federal, state, county and Los Angeles city officials, as well as RTD engineers and planners, have been involved for two years in a study for the report.

As for the electric underground rail system supported by the RTD board, it is expected to cost \$1.2 billion in 1978 dollars, according to Marvin L. Holen, RTD board president.

The equipment for such a rail system would consist of four to six standard-size cars per train, each car seating 75 comfortably and handling 90 persons standing.

Each train would carry up to 1,000 persons. At first the trains would operate at about three to four minute intervals.

It is estimated that such a system could reduce the total travel time between downtown and the Fairfax area to 25 minutes from the current average of 40 minutes; the San Fernando Valley-downtown trip is estimated to be reduced to 35

(Continued on Page 20)

1067E

*Hollywood ...
July 11, 1979*

Rail bus

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(Continued on Page 20)

NOTE

Transit hearings to be concluded

(Continued from Page 1)
minutes from the current 55 minutes.

As for the actual construction of the underground tunnels, the report notes that "From a geological standpoint sub-surface conditions along the routes are generally favorable for machine bore tunneling. During earthquakes deep tunnels are safer than structures at or above ground level."

It also notes that "With regard to relocation and surface disturbance, machine-bored subway construction would leave streets undisturbed, except at those locations where materials and supplies are sent down into the tunnel and excavated material is

taken out, and where stations have to be constructed by cut-and-cover."

According to an RTD spokesman, the tunnels would be twin bored rather than single bored since the latter would be more expensive.

They would be 50 to 150 feet below the surface, the spokesman said.

Although the start-up costs of the rail system will be significantly more expensive than a bus system, the report notes that "It will cost less in the long run to construct and operate a rail rapid transit/bus system than to continue only with buses."

According to the report,

"Despite their higher capital costs, the rail/bus alternatives are on par with the all-bus systems when total system annualized costs (annualized capital cost plus annual operating cost) are measured against productivity on a cost per passenger-mile basis.

"In terms of operating cost per passenger carried, the rail/bus alternatives are, on the average, about 20 per cent more efficient than the all-bus alternatives," the report notes.

The report also indicates that rail/bus alternatives would attract more riders than an all-bus alternative.

JUL 11 1979

Allen's P. C. B. Est. 1888

Subway security 'inadequate'

(CNS) — Proposed security forces for a city subway system are "barely adequate," a Los Angeles police official has warned.

"We certainly believe 45 peace officers are not enough for the citizens of Los Angeles," Commander Clyde Cronkhite told a City Council committee last week.

Cronkhite urged transit officials to increase the proposed force to include at least 195 Los Angeles police officers, in addition to the 45 peace officers.

There currently are 11 proposals under consideration for the subway system which would service both the City of Los Angeles and some San Fernando Valley locations as well.

To date none of the proposals has been adopted, nor has funding been obtained.

However, the City Council's Transportation and Traffic Committee took testimony on the Rapid Transit District (RTD) proposal. Public hearings on the proposal will be held by the district this week.

The starter line proposed by the district would include 14 stations, which Cronkhite said will require at least 195 police officers.

He said the officers would patrol the stations and adjacent parking lots only, not the subway cars.

Cronkhite told the committee that the cost of the 195 police officers, at 1979 rates, would amount to more than \$4 million.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM NEWS
DATE 7/11/79
TIME 6:09 AM
STN KNX RADIO NEWS

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: Los Angeles County Supervisor Ed Edelman is among a delegation of local leaders meeting with President Carter today at Camp David.

KNX News Radio Reporter Mike Landa has details.

MIKE LANDA: Supervisor Edelman says he was a bit shocked when Presidential aides telephoned to invite him to the Camp David discussions. But given the opportunity, Edelman says, he wants to talk with the President about a substantial commitment of federal funds for construction of a rapid transit system in Southern California.

ED EDELMAN: I think the time is ripe. We've suffered these many years without it but I don't think we can suffer any longer. I think with the gas problems, with the air pollution problems, we need a rapid transit system and in other cities such as Atlanta and in Washington, D.C. they've been well on their way to having such a system because of federal help and, of course, they had a consensus of their own local community elected officials.

LANDA: Los Angeles County Supervisor Ed Edelman who will be at Camp David today when President Carter confers with local leaders about the energy problem.

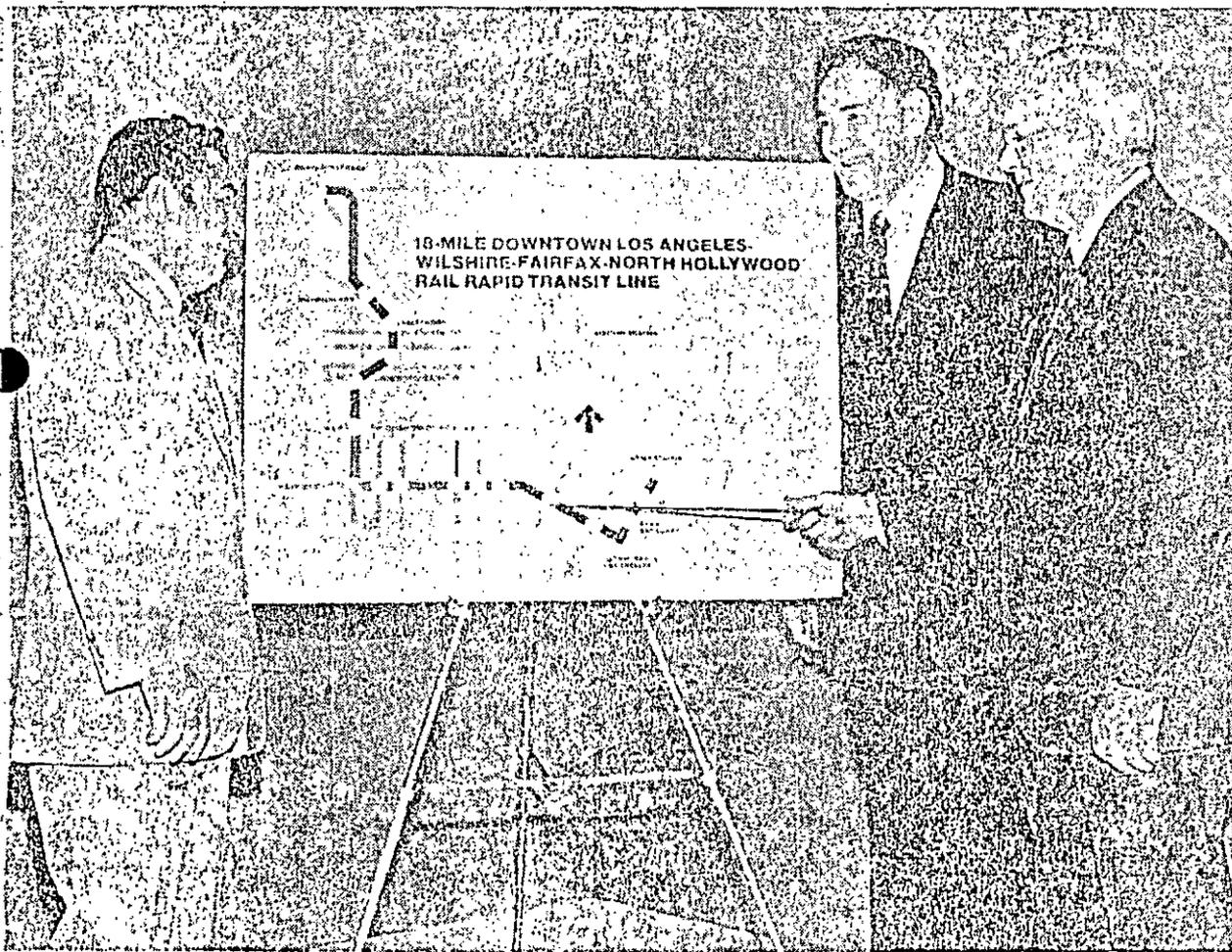
This is Mike Landa, KNX News Radio.

Hollywood Independent
July 11, 1979

#transit hearings

Final public hearings on Southern California Rapid Transit District's projected Wilshire-Hollywood-North Hollywood rapid transit starter line are scheduled for this (Wednesday) afternoon and evening in the Community Room at Great Western Savings and Loan, 3660 Wilshire Blvd. Afternoon session is from 2 to 4 o'clock and the evening session from 7 to 9 o'clock. Final selection from among 11 alternatives will be made by RTD after the hearings and before funding applications are sent to the federal and state governments.

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SUBWAY PLAN — City Council President Jahn Ferraro, center, and RTD President Marvin L. Holen, left, listen as RTD Rapid Transit Manager Richard Gallagher notes path of an 18-mile subway system connecting downtown Los Angeles and the San Fernando Valley via the Wilshire and Hollywood areas. The route

depicted on the map is one of 11 alternatives, and the choice endorsed by the RTD board, that will be discussed in public hearings ending today. Today's "open forum" meeting will take place 2 to 4 p.m. and again 7 to 9 p.m. at Great Western Savings and Loan, 3660 Wilshire Blvd., Community Room, Mezzanine.

Torrance, Calif.
(Los Angeles Co.)
The Daily Breeze
(Cir. D. 76,289)
(Cir. Sun. 89,820)

JUL 11 1979

Allen's P. C. B. Est. 1888

L.A. Council supports \$2 billion downtown subway / bus system

By Greg Krikorian
Copley News Service

The Los Angeles City Council is unanimously supporting a downtown area subway/bus system costing an estimated \$2 billion by its completion in 1987-90.

By an 11-0 vote, the council agreed to certify the Environmental Impact Statement on the proposed starter line extending 18 miles between Downtown Los Angeles and North Hollywood.

The vote followed complaints, primarily from the council's veteran members, that officials may be pursuing another bookshelf plan while overlooking Los Angeles' southwest community, including the area near busy Los Angeles International Airport.

That concern has been stirred recently by reports Gov. Edmund G. Brown Jr. may attempt to scrap the long-discussed Century Freeway project and divert an estimated \$700 million in funding to a showcase rapid transit system in the Southland.

But Gray Davis, Brown's chief of staff, dismissed that possibility, saying, "It is very unlikely we would divert ... without the active support of mayors along the (freeway) route."

Suggesting such support appears unlikely, Davis said the recent energy crunch prompted high-level consideration of using the Century Freeway monies for other mass transit projects.

"We felt obligated," Davis said, "to at least re-examine the project and look into other possibilities."

Davis said the necessary backing by cities

along the 17.5-mile freeway route between LAX and Norwalk has not materialized and indicated there are no immediate plans to pursue support for an alternative project.

His assessment of the freeway's status was shared by county Board of Supervisors Chairman Kenneth Hahn, who said mayors along the route have indicated the freeway should be the state's top transportation project.

But even with the freeway, several Los Angeles city councilmen Monday suggested Los Angeles needs to pursue additional mass transit alternatives to reduce ever-increasing traffic south of the downtown area.

The starter line, part of a four-part public transportation plan under study by the Southern California Rapid Transit District, would extend from the downtown area, below Wilshire Boulevard and through central Hollywood, to North Hollywood in the San Fernando Valley.

The route, selected from among 11 options reviewed by the RTD and the council's Transportation and Traffic Committee, would make 14 stops and travel the 18-mile route in an estimated 35 minutes compared to the 55 minutes necessary for a bus ride during rush-hour traffic in the Wilshire district.

The council vote was the latest endorsement of alternative mass transit in sprawling Los Angeles, where the RTD estimates 200 additional buses will be needed by 1990 just to handle the downtown area commuters without approval of the rail/bus line by the federal government.

The proposal, which goes to the federal government after additional public hearings

and today, would receive 80 percent funding by the federal government with the balance coming from state and local sources.

Councilman Marvin Braude called the study "the most thoughtful, thorough analysis of the downtown needs ever made in the history of this city."

Other supporters included Councilwoman Pat Russell and council President John Ferraro. Both cited other transit studies underway and called the plan a sound starting point for developing a mass transit system similar to those already available in other major U.S. cities.

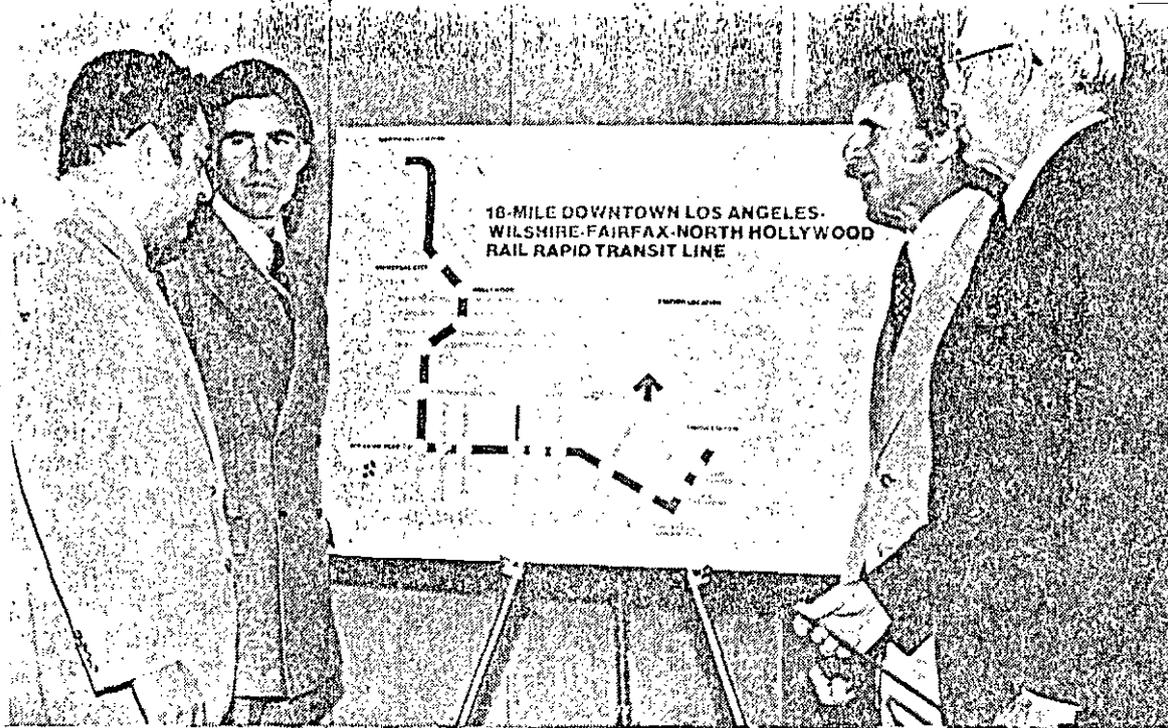
Citing the cost concerns that have stalled similar Los Angeles proposals, Ferraro said, "We can sit here and argue about the cost and again say it is too expensive and we'll have nothing."

Mayor Tom Bradley also offered his support at a Valley public hearing Monday, where he said the starter line could be built with a tunneling method that would avoid the disruption encountered, for example, in the construction of San Francisco area's Bay Area Rapid Transit system.

But veteran Councilmen John S. Gibson Jr., Gilbert Lindsay and Ernani Bernardi, although backing the plan, emphasized that additional consideration must be given to transit improvements in other areas of Los Angeles.

"I realize you have to start someplace," Lindsay said.

"I am just wondering and hoping you won't leave out other parts of the city as has been the case over the years."



Marvin L. Holen, RTD president and Governor Edmund G. Brown, Jr. (left) met recently in Los Angeles to discuss rapid transit plans. Joining them (right) were Los Angeles County Supervisor Ed Edelman and RTD Rapid Transit Department Manager, Richard Gallagher (with pointer). The 18 mile subway system connecting downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood, depicted on the map, is one of 11 alternatives for rapid transit that will be discussed in public today, tonight and tomorrow, July 10 and 11. Governor Brown, in his recent transit and energy message, called for construction of such a system.

on the rail line by 1990, compared with 27,000 on various alternatives. Although the capital costs of the railways would be much higher than bus lines; considering the added revenue from greater patronage, annual net operating cost for rail rapid transit would be much less than all-bus lines.

Perhaps most striking is this simple fact: One double-track rail line has the carrying capacity of three eight-lane freeways. Each train could hold as many as 1,000 people -- and they could operate at four or five-minute intervals.

What we are talking about here is not next year's solution, or even the year after that. If all went smoothly, construction on the subway might begin by early 1981, and it could be operating by 1986 or 1987. That may sound far away, but it really is not where urban rapid transit is concerned.

"We cannot plan for five or ten years," says Lou Collier, RTD community relations representative. "We have to plan for the next fifty years. The cost of operating an all-bus system will overtake the subway system cost after 12 to 15 years. A rail system is just far more cost-efficient."

tors that drive up bus system expenses. Two operators are necessary for every bus on the road. But one subway train, carrying passengers equivalent to 14 buses, requires only one motorman.

"We're not trying to replace the automobile or the bus," he explained, "but we need to augment them."

Public hearings on all of the rapid transit alternatives for the city's future are set for today and tomorrow. Each of the plans is designed to improve mass transit in L.A.'s "regional core," the 55-square-mile triangle with the Central Business District, the Wilshire-Fairfax area and North Hollywood as its corners.

There are 20,000 persons employed *per square mile* in the regional core, and what happens to the rapid transit system affects all of them, especially everyone traveling in and out of the downtown area. All interested citizens and civic groups are encouraged to attend the hearings and comment, or to deliver written comments to the RTD between now and August 12.

The RTD will provide written responses to all serious comments, and

Public Hearings on Rapid Transit

DATE & TIME	PLACE
Tuesday, July 10 2:00 to 4:00 p.m.	Hollywood/West Hollywood Hollywood High School Auditorium 1521 North Highland Avenue
7:00 to 9:00 p.m.	Fairfax/West Wilshire Fairfax High School Auditorium 7850 Melrose Avenue
Wednesday, July 11 2:00 to 4:00 p.m. and 7:00 to 9:00 p.m.	Wilshire/Central Business District Great Western Savings and Loan 3660 Wilshire Boulevard (Community Room on Mezzanine)

18-Mile Subway Solution to Regional Core Transit Demands?

Public Hearing This Week To Consider Rapid Transit Alternatives for the Future

by Gay Hammitt

Most of us have been conditioned to believe that Los Angeles, mammoth, sprawling Los Angeles, is a rather sparsely populated place. Millions of people, true, but spread out in dozens of communities across the valleys and beaches, even the millions are dispersed enough to produce a low population density, right?

Wrong.

Surprising as it may be, the latest U.S. Census data shows that among the 25 largest urban areas, only New York and Philadelphia exceed the Los Angeles metropolitan area in population density. And of ten top U.S. cities with densities ranging from 2,700 to 6,700 persons per square mile (L.A.'s is 5,300), all except Los Angeles have rail rapid transit.

These facts, coupled with an ever-growing need for improved, efficient rapid transit in this city, have led to the Southern California Rapid Transit District's proposal for a \$1.2 billion, 18-mile subway rail line, linking downtown, the Wilshire corridor, Hollywood and the San Fernando Valley.

The recommended line is one of eleven possibilities that RTD planners, along with federal, state, county and city officials, have been studying for several years. The alternatives include both rail/bus combinations and all bus lines. But polls have shown that about 70 percent of voters in L.A. County prefer a long-term system that would include both rail and bus.

Last October, the RTD's Board of Directors en-

dorsed one of the alternatives, calling for construction of the rail starter line which would connect Union Station downtown with North Hollywood, via a route through the central city, west on Wilshire Boulevard to Fairfax, north through Hollywood and the Cahuega Pass and ending at Lankershim and Chandler Boulevards. This line would be the beginning of what is expected to eventually become a system of subways connecting all parts of the city.

No new taxes or tax increase are required to finance the proposal, which would be funded 80 percent by the federal Urban Mass Transportation Administration and 20 percent by existing state tax revenues from 1974's Proposition 5

Continued on page 2

Subway Rapid Transit Rail

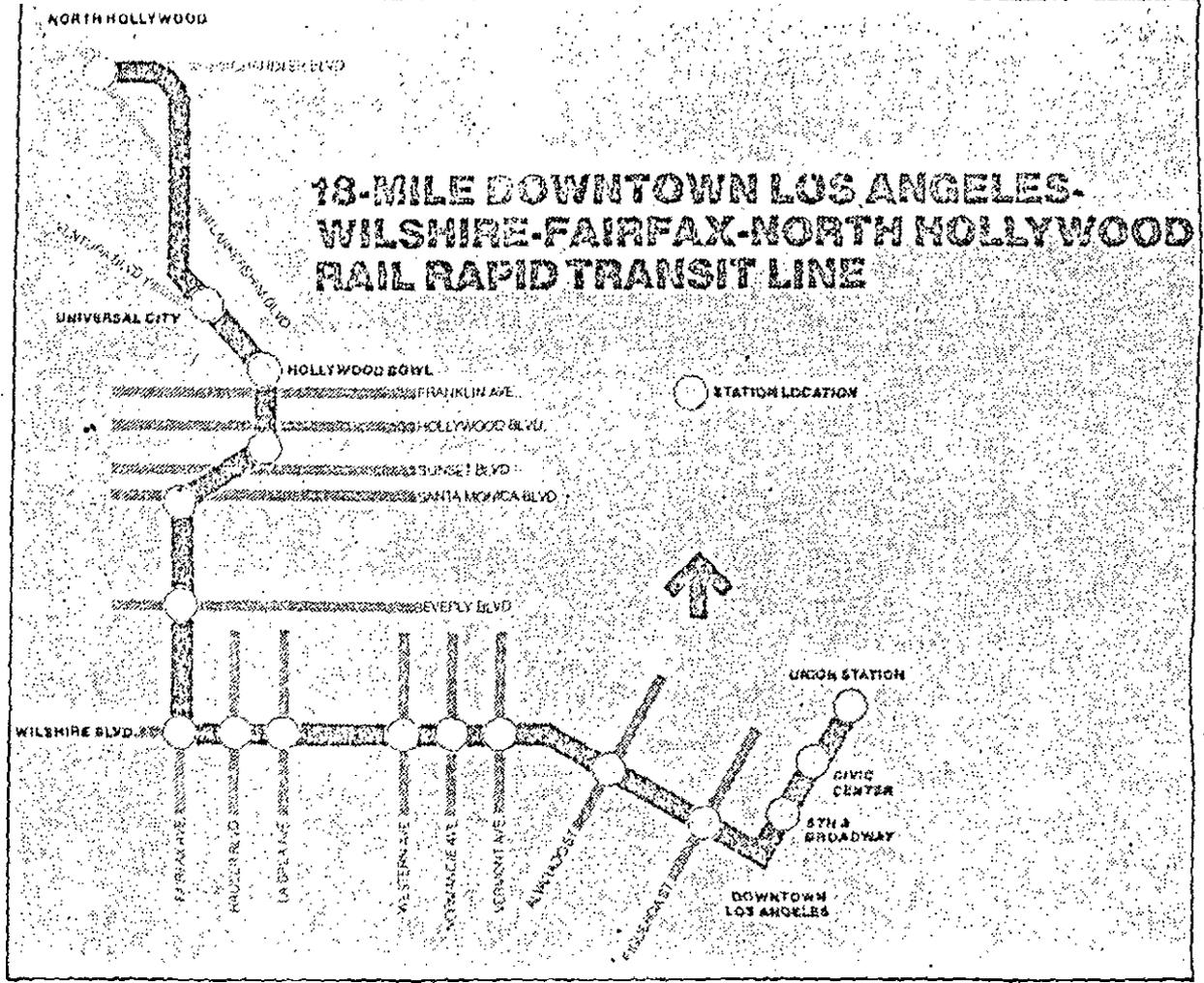
Continued from page 5.

(diverting highway funds for rail transit), plus local monies.

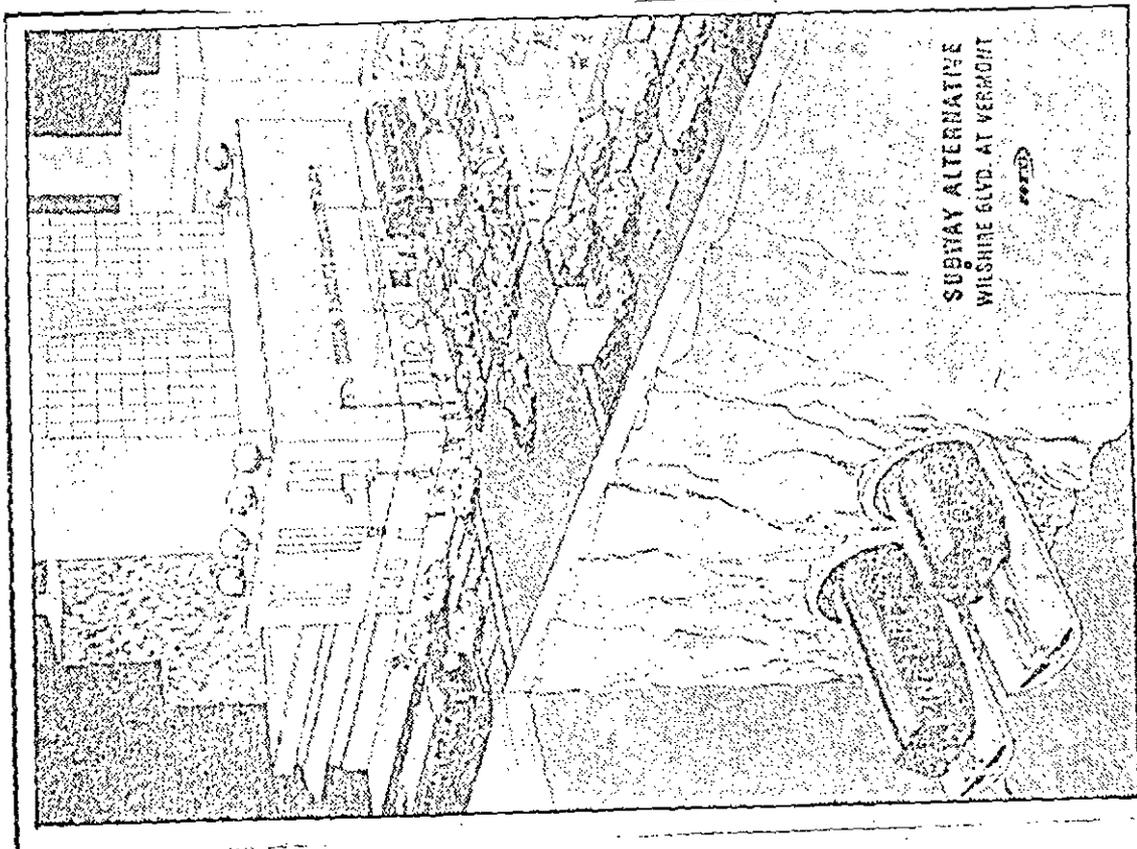
The RTD is projecting 275,000 passengers daily

Collier cited the "geometrically increasing cost of a labor force" and the costs of building maintenance facilities as fac-

those responses will be combined with the Transit Alternatives study to form the final Environmental Impact Statement.



Map shows route of the first leg of proposed subway system.



Artist's conception of train tunnels which would run under the city.

A subway system for L.A.? It's possible

Public hearings begin into RTD's proposal for a Southland rail service

By Michael Marten
Herald Examiner staff writer

Public hearings have begun for a Los Angeles mass transit system which, after kicking around for many years, finally just might get moving.

As proposed by the Southern California Rapid Transit District, the plans call for an 18-mile subway from downtown Los Angeles to North Hollywood — the first leg of a possible 200-mile rail rapid transit system that could eventually crisscross the county.

It would take nine years to design and construct the first line which would run from downtown along Wilshire Boulevard to Fairfax Avenue, then turn north over Cahuenga Pass to wind up on Chandler Boulevard west of Lankershim Boulevard.

The plans call for 15 or 16 stations and a maximum travel time end-to-end of 35 minutes, with individual trains capable of carrying 1,000 passengers each leaving every few minutes.

The Los Angeles City Council got the ball rolling yesterday by unanimously endorsing an environmental impact statement for the underground starter line. Mayor Tom Bradley then kicked off a three-day public hearing on the project with his endorsement.

Bradley's support is not surprising. One of his initial promises when he assumed office in 1973 was to turn the first shovelful of dirt for a rail transit system within 18 months. In those days, officials were talking about spending \$2 billion for a 140-mile countywide system.

The price of shovels and even dirt has gone up considerably since then, and now the same \$2 billion will only buy 18 miles of track. Despite the high costs, transportation officials claim they've overcome many of the financing and design problems which have delayed the system, and now they're ready to roll.

Significant developments include:

- Rep. Barry Goldwater Jr., a member of the House Committee on Public Works and Transportation, advised RTD directors at yesterday's hearing that he believes federal funds will be available to finance 80 percent of the project.

"The money is just sitting there waiting for applications," Goldwater, R-Woodland Hills, told reporters after the hearing. "Right now all the money is going to East Coast cities, but that's because we (California congressmen) haven't had anything to fight for."

- Gov. Edmund G. Brown Jr.'s recently announced \$1.8-billion, five-year mass transit and alternative energy plan calls for construction of such a system in Los Angeles. This money and some other highway funds earlier set aside for mass transit would provide most of the 20 percent local cost.

- Because of these sources of funding, no tax increase or new tax would be required to finance the plan. Voters in Los Angeles County have turned down three earlier attempts to fund a rapid transit system with a 1 cent increase in the sales tax.

- The 18-mile starter line is small enough to be manageable but would travel the most heavily congested areas of the city and carry an estimated 250,000 passengers daily — enough for it to turn a profit and actually subsidize the bus systems feeding into it.

- The energy crisis has already forced thousands of residents out of their cars and into buses and car pools. Officials estimate another 175,000 commuters would switch to mass transit if a fixed rail system were constructed, thereby saving energy.

- Although elected officials in other parts of the city and county won't initially benefit directly by the starter line, they are nonetheless supporting the

project because the long-range plan calls for extending the system to other areas.

Richard Gallagher, manager of rapid transit at RTD, said the starter line should take about nine years to complete. Initial review of the draft EIR began yesterday at a public hearing in

North Hollywood. More hearings were scheduled today from 2 to 4 p.m. at Hollywood High School's auditorium and tonight from 7 to 9 p.m. at Fairfax High School's auditorium. The final hearing is set for tomorrow afternoon and evening at Great Western Savings and Loan at 3660 Wilshire Blvd.

Van Nuys, CA
(Los Angeles Co.)
Valley News
(Cir. 6xW. 265,337)

JUL 10 1979

Allen's P. C. B

Rep. Goldwater climbs aboard RTD's rail plan

By IRA RIFKIN

Rep. Barry M. Goldwater Jr., R-Woodland Hills, Monday threw his support behind the proposed 18-mile rail starter line from downtown Los Angeles to North Hollywood, during the first of three days of public hearings on the Southern California Rapid Transit District plan.

He was just one in a series of public officials, private business interests and community groups who backed the RTD plan. But in some cases the support was tempered with skepticism that the rail line, the latest to be proposed in Los Angeles' long history of talking about mass transit needs, would be constructed.

Speakers also expressed fears the RTD would allow its much-maligned bus system to deteriorate while it concentrated on the rail line.

Until now, Goldwater, a member of the House Committee on Public Works and Transportation, had been noncommittal on the rail line.

He said Monday, however,

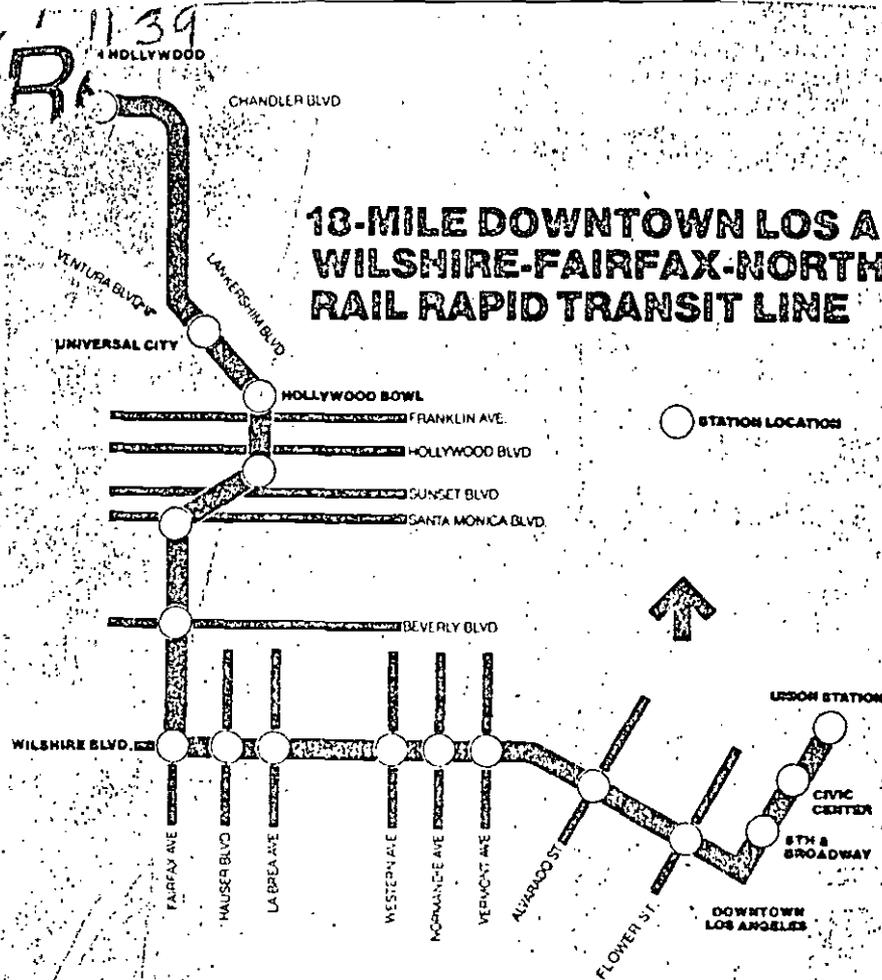
"The starter line that is being proposed for Los Angeles appears to be a practical beginning."

Goldwater mentioned the concern of some west San Fernando Valley residents that the starter line, which would have its northern terminus at Chandler and Lankershim boulevards, would be built at great cost while providing them little benefit.

But, Goldwater added, fuel price hikes, increased air pollution and growing freeway traffic make a quick decision on the starter line imperative. "Every plan will have some flaws and ever-present critics, but I sense that the public is worn down with years of rhetoric and wants action now," he said.

Cost of the line has been estimated at \$2 billion, 80 percent of which is expected to come from the federal Urban Mass Transit Administration. The state is expected to provide 15 percent from gas tax money and RTD

Please turn to page 13, col. 1



This is a map of the proposed 18-mile rail starter line that would run from North Hollywood to downtown Los Angeles. It would cost an estimated \$2 billion.

Goldwater pushes rail line

From page 1

hopes to supply the remainder from available funds.

RTD Board President Marvin L. Holen Monday said the project should require no new taxes.

Mayor Tom Bradley said the rail line would provide a much-needed link between the Valley and downtown. Noting the construction jobs the project would generate, Bradley said, "Not only do we ensure our own mobility, but we enter an age of new

economic stimulation" by approving the line.

Earlier in the day, the City Council voted 11-0 to support the rail line, one of 10 alternatives suggested by RTD officials to upgrade mass transit in the county. RTD directors favor the 18-mile starter through the high-density Wilshire District over the other alternatives.

At the public hearing, Councilwoman Joy Picus said she hoped commuter rail service to the west Valley would be added. "But I don't know that I'll live to see it," she added.

The hearings, required by UMTA and federal and state environmental laws, continue at Hollywood High School this afternoon and at Fairfax High School this evening.

After final RTD approval of the starter line plan, scheduled for this fall, the Los Angeles County Transportation Commission will consider the proposal.

No voter approval is required. In the past, Los Angeles voters have consistently rejected rail plans.

JUL 10 1979

Allen's P. C. B. Est. 1888

Council backs downtown transit

By Greg Krikorian
Copley News Service

LOS ANGELES — Amid concern for commuters in the city's southwest sections, the City Council on Monday unanimously supported a downtown area subway/bus system costing an estimated \$2 billion by its completion in 1987-90.

By an 11-0 vote, the council agreed to certify the environmental impact statement on the proposed starter line extending 18 miles between Downtown Los Angeles and North Hollywood.

The vote followed complaints, primarily from the council's veteran members, that officials may be pursuing another bookshelf plan while overlooking Los Angeles' southwest community, including the area near busy Los Angeles International Airport.

That concern has been stirred recently by reports Gov. Edmund G. Brown Jr. may attempt to scrap the long-discussed Century Freeway project and divert an estimated \$700 million in funding to a showcase rapid transit system in the Southland.

But late Monday, Gray Davis, Brown's chief of staff, dismissed that possibility, saying, "it is very unlikely we would divert . . . without the active support of mayors along the (freeway) route."

Suggesting such support appears unlikely, Davis said the recent energy crunch prompted high-level consideration of using the Century Freeway monies for other, mass transit projects.

"We felt obligated," Davis said, "to at least re-examine the project and look into the possibilities."

Davis said the necessary backing by cities along the 17.5-mile freeway route between LAX and Norwalk has not materialized and indicated there are no immediate plans to pursue support for an alternative project.

His assessment of the freeway's status was shared by county Board of Supervisors Chairman Kenneth Hahn, who said mayors along the route have indicated the freeway should be the state's top transportation project.

But even with the freeway, several Los Angeles city councilmen Monday suggest-

ed Los Angeles needs to pursue additional mass transit alternatives to reduce ever-increasing traffic south of the downtown area.

The starter line, part of a four-part public transportation plan under study by the Southern California Rapid Transit District, would extend from the downtown area, below Wilshire Boulevard and through central Hollywood, to North Hollywood in the San Fernando Valley.

The route, selected from among 11 options review by the RTD and the council's Transportation and Traffic Committee, would make 14 stops and travel the 18-mile route in an estimated 35 minutes compared to the 55 minutes necessary for a bus ride during rush-hour traffic in the Wilshire district.

The council vote was the latest endorsement of alternative mass transit in sprawling Los Angeles, where the RTD estimates 200 additional buses will be needed by 1990 just to handle the downtown area commuters without approval of the rail/bus line by

Rail—A2, col. 3

From page A1

the federal government.

The proposal, which goes to the federal government after additional public hearings today and Wednesday, would receive 80 percent funding by the federal government with the balance coming from state and local sources.

Councilman Marvin Braude called the study "the most thoughtful, thorough analysis of the downtown needs ever made in the history of this city."

Other supporters included Councilwoman Pat Russell and council President John Ferraro. Both cited other transit

studies underway and called the plan a sound starting point for developing a mass transit system similar to those already available in other major U.S. cities.

Citing the cost concerns that have stalled similar Los Angeles proposals, Ferraro said, "We can sit here and argue about the cost and again say it is too expensive and we'll have nothing."

Mayor Tom Bradley also offered his support at a Valley public hearing Monday, where he said the starter line could be built with a tunneling method that would avoid the disruption encountered, for ex-

ample, in the construction of San Francisco's Bay Area Rapid Transit (part) system.

But veteran Councilmen John S. Gibson Jr., Gilbert Lindsay and Ernani Bernardi, although backing the plan, emphasized that additional consideration must be given to transit improvements in other areas of Los Angeles.

"I realize you have to start someplace," Lindsay said.

"I am just wondering and hoping you won't leave out other parts of the city as has been the case over the years."

City Officials Give Strong Backing to Proposal for Downtown-Valley Subway

BY RAY HEBERT

Times Urban Affairs Writer

Los Angeles public officials gave the city's proposed subway unusually strong support Monday as the \$1 billion-plus project neared its most critical stage—the question of paying for it.

The City Council, by a vote of 11 to 0, backed the 18-mile line from downtown through the Wilshire District to North Hollywood and urged a go-ahead for costly preliminary engineering and final design studies.

Against a background removed from City Hall, Mayor Bradley repeated his belief that the subway, considered the first step in building a regional rapid transit system, is needed to relieve traffic congestion and help air quality.

Unlike earlier transit financing proposals, which were rejected by the voters, planners are counting on the federal government to pay most of the project's costs.

Bradley, who originally campaigned on a promise to bring rapid

transit to Los Angeles, said the subway would "open the door for a new image (for) Los Angeles" and suggested it would be ready, at least partly, for the 1984 Olympics.

"No longer will single occupant vehicles and vast freeway networks be the only image of transportation in the city," he said at a public hearing in North Hollywood.

The hearing, the first of a series scheduled over three-day period, was conducted by the Southern California Rapid Transit District's board of directors. It climaxed a two-year study of 11 different rail, bus and rail-bus alternatives to link downtown and the San Fernando Valley.

Although the subway, running under Wilshire Blvd., Fairfax Ave. and through Cahuenga Pass, would be the costliest choice, it was clearly favored by the City Council. Bradley, other public officials and private organizations.

The council's unanimous approval, not necessarily essential to furthering

the project but important to its success, marked a rare note of council agreement on a rapid transit program.

In the past, such projects have found the council divided largely because of new taxes they would have required.

However, the plan for the subway calls for 80% federal financing, with the necessary 20% local share coming from state gasoline taxes, assessment districts and other sources. The council said it wanted to minimize the use of city gas tax funds.

Councilwoman Pat Russell, head of the council's Transportation and Traffic Committee, said the project would not be a solution to the city's transportation problems. But, appearing before the council and at the RTD hearing, she said it would be a start toward resolving those problems.

Mrs. Russell, one of the subway's strongest supporters, said it was the RTD's responsibility to design a system to provide alternatives for commuters and other regional travel. The

system, she said, also should be "tailored to Southern California's life style."

RTD planners have estimated the subway's cost, based on current dollars, at about \$1.2 billion. But they say inflation, figured at the 1984 midway point in the construction period,

would send the price soaring to nearly \$2 billion.

So far, the federal government, through the Urban Mass Transportation Administration, has provided most of the nearly \$2 million for the RTD's alternatives analysis and environmental studies.

Once the hearings are concluded, the RTD will ask UMTA for up to \$60 million for critical preliminary engineering and final design work. If those funds are approved, the feeling is that the federal agency would finance most of the subway's nearly \$2 billion cost.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM NEWS
DATE 7/10/79
TIME 7:56 AM
STN KNX RADIO NEWS

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: San Fernando Valley Congressman, Barry Goldwater, Jr., has endorsed the idea of building an eighteen mile fixed rail mass transit system that would connect Union Station in downtown Los Angeles with North Hollywood.

Speaking at an RTD sponsored hearing in North Hollywood last night, Goldwater emphasized that it is time to get the show on the road.

BARRY GOLDWATER, JR.: In every major city of this nation with a rail system today, a group of people discussed the pros and cons of various systems, the ways and means of paying for them and finally had the courage to decide on a system and build it. Every plan will have some flaws and ever present critics, but I sense that the public is worn down with years of rhetoric and they want some kind of action. I am for said action and I wish you well.

NEWSCASTER: Goldwater says the RTD must give residents a further alternative to the automobile. The RTD will be holding hearings today on its transit plan in Hollywood, in the Fairfax area, and tomorrow in the Wilshire district and downtown Los Angeles.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD.
PGM NEWS
DATE 7/10/79
TIME 9:39 AM
STN KNX RADIO NEWS

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: The Southern California Rapid Transit District has begun a series of public hearings into transit alternatives for Los Angeles.

KNX News Radio Reporter Jake Jacobs has more on the story.

JAKE JACOBS: Among those offering support for one of eleven plans worked out by an advisory committee to the Southern California Rapid Transit District were Mayor Tom Bradley, L.A. City Council Transportation Committee chairperson Pat Russell and Congressman Barry Goldwater, Jr. of the San Fernando Valley.

Goldwater said he based his support on two factors.

BARRY GOLDWATER, JR: First, that we adopt a plan and a system that is not experimental or untried or boondoggled, that wastes the taxpayers' money. I've seen too many of that emanating out of Washington, D.C. Second, that we start now. If we start -- if we started such a system ten years ago, we would obviously be cutting the ribbon today instead of talking about it. (sic)

JACOBS: Goldwater says the plan, called Alternative II, will have some flaws and some critics but that he sensed the public is worn down with the use of rhetoric and now wants action. The part rail, part bus rapid transit system would connect five areas, including North Hollywood, with downtown Los Angeles. The Federal Government would pay 80% of the costs with the remaining 20% coming from state gasoline tax revenue sources and local taxes increased solely for the project.

This is Jake Jacobs, KNX News Radio.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT R.T.D.
PGM News
DATE 7/10/79
TIME 3:11 PM
STN KFVB Radio

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: L.A. County Supervisors come out swinging against a proposal to build a subway under Wilshire Boulevard. Here's KFVB's Frank Gonzales.

FRANK GONZALES: Calling it a myth and a fraud, Supervisor Baxter Ward is claiming the proposed Wilshire to North Hollywood subway won't work, can't be funded and won't help solve the energy crisis. Ward, who was trying to get his own rapid transit plan on the ballot, was accused of endangering the Wilshire plan, which has the support of Mayor Bradley and the City Council.

BAXTER WARD: I've been accused of jeopardizing this damn Wilshire subway for five years.

ANOTHER SUPERVISOR: No, we don't want to use that word in the Board room.

WARD: . . . and I say the hell with that comment.

OTHER SUPERVISOR: No, I don't want to use that word. . . .

WARD: It is time now to stop that nonsense.

OTHER SUPERVISOR: I don't want to use that word, either of them.

WARD: And it's time to speak clearly. There've been people going around in high circles speaking piously that it is almost an outrage to dare criticize the Wilshire subway by acknowledging there isn't any local money for it.

GONZALES: Supervisor Kenneth Hahn wants a transit summit meeting with Bradley and other officials. Ward says no local agency will be able to come up with the \$100 million share to pay for the Wilshire plan.

Frank Gonzales, KFVB News 98.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-10-79
TIME 6:16 PM
STN KNXT TV, Ch. 2

ATTN: Alice Wiggins

T/D: 7-11-79

MIKE PARKER: There was no shortage of opinion today at the latest public hearing into a rapid transit system for Los Angeles. The plan would include a subway system with a multibillion dollar price tag. Those who spoke out today had their own ideas on how it should be built. Our Kim Marriner has more on that story.

KIM MARRINER: You can't please all of the people all of the time. Southern California Rapid Transit District officials are finding that out as they listen to public comments on improving transportation in the downtown L.A. district, the Wilshire area, Hollywood, and North Hollywood. There are eleven plans being debated, ranging from an 18-mile subway system to doing nothing at all.

The RTD board favors this plan, a \$2 billion 18-mile subway system which would connect Union Station in downtown L.A. to North Hollywood with a route beneath Wilshire Boulevard and in through Hollywood. So people don't like that plan at all and other people say there should be reconsideration on where the terminals will be placed.

SHERRILL CORWIN: A stop at the Hollywood Bowl is both feasible and advantageous. The Hollywood Bowl is one of Southern California's most popular cultural and tourist attractions.

MARRINER: But everyone seems to have their own ideas on where the terminals should go. There will be more public hearings tonight and tomorrow in the Fairfax district and in the Wilshire area. If the subway system is the plan the board finally adopts by the end of the year, groundbreaking could get underway by 1981 with completion of the system by 1988, but that won't mean the streets of Los Angeles will be torn up for seven years.

MARVIN HOLEN: We will deep bore tunnel the subway so that in effect there will be almost no disruption on the surface. It'll be going on underneath and people won't even know it's happening. There will be no dislocation of utility services, there'll be no tearing up of the streets.

MARRINER: 400,000 people ride the bus every day in the area the subway system would serve, but not all those bus riders favor a subway system.

1st BUS RIDER: Well, it would be great, but, well, you know, with all these little tremors of earthquakes and stuff like that we are getting here.

2nd BUS RIDER: It's just that Wilshire with a subway -- I'm from -- normally from New York and they're -- I think they are just a lot of subway and they're dangerous.

3rd BUS RIDER: Oh, I think it'd be great. The crummy rapid transit system they have now is terrible.

MARRINER: RTD officials are quick to point out that 80% of the funding for the subway system will come from the federal government. The other 20% will come from gasoline tax already set aside, which means no new taxes, but according to the people I talked to today they'll have to see that to believe it.

Kim Marriner, Channel 2 News, the Wilshire district.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT R.T.D.
PGM News
DATE 7/10/79
TIME 11:12 PM
STN KFWB Radio

ATTN: Mike Barnes

T/O: 7/11/79

NEWSCASTER: Mayor Tom Bradley will meet with Carter at the Camp tomorrow in an effort to help solve the nation's energy problems. Bradley was called to meet with the Chief Executive and a delegation of local leaders late tomorrow afternoon. The Mayor is expected to return home tomorrow night.

L.A. County Supervisor Ed Edelman is flying east tonight to attend the summit, and KFWB's Gary Franklin talked with him first.

GARY FRANKLIN: Supervisor Edelman was about to fly out of the office door en route to LA-X and his plane for the east, when I asked him telephonically what advice he's carrying to President Carter.

ED EDELMAN: Well, I think the biggest word that I can take to the summit from here is the need for the federal government to help with our funding of rapid transit. I think that there's no better time than now to move ahead on what has been a long delay in getting a start on rapid transit.

The gas lines, the shortage of energy have pointed to the need that we do not have a viable alternative to the automobile.

FRANKLIN: Supervisor Ed Edelman, a veteran Democratic politician, says Carter is undoubtedly in trouble, under terrific pressure right now and he has to come up with a firm energy plan and soon. Especially he has to come up with a plan to help American reduce its dependence on oil.

Gary Franklin, KFWB News 98.

NEWSCASTER: And another L.A. County Supervisor was heard from today, Baxter Ward saying a proposed multi-billion dollar Wilshire to North Hollywood subway just won't work. KFWB's Frank Gonzales has that story.

FRANK GONZALES: Baxter Ward says the county won't be served by a proposed subway from downtown L.A. through Wilshire and up into North Hollywood, and not only that, but Ward says neither Los Angeles nor any other local agency will be able to come up with the \$100 million needed to pay for the local share, even if the federal government is willing to pick up 80% of the tab. Ward calls the Wilshire plan a myth and a fraud.

BAXTER WARD: So this myth is extended. Now I've got a proposal for a real transit system, but it involves other realities and that is it's going to take us \$300 million a year for a great many years

to build a transit line that's county wide. I don't subscribe to the theory, Mrs. Burke and gentlemen and members of the audience, that if there is another gas squeeze, it will occur only on or near Wilshire Boulevard.

GONZALES: Ward's concerns are twofold. The Wilshire-North Hollywood line won't help the rest of the county and he claims it can't be built without some form of local tax such as he proposes.

Frank Gonzales, KFVB News 98.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-10-79
TIME 11:04 PM
STN KNBC-TV, Ch. 4

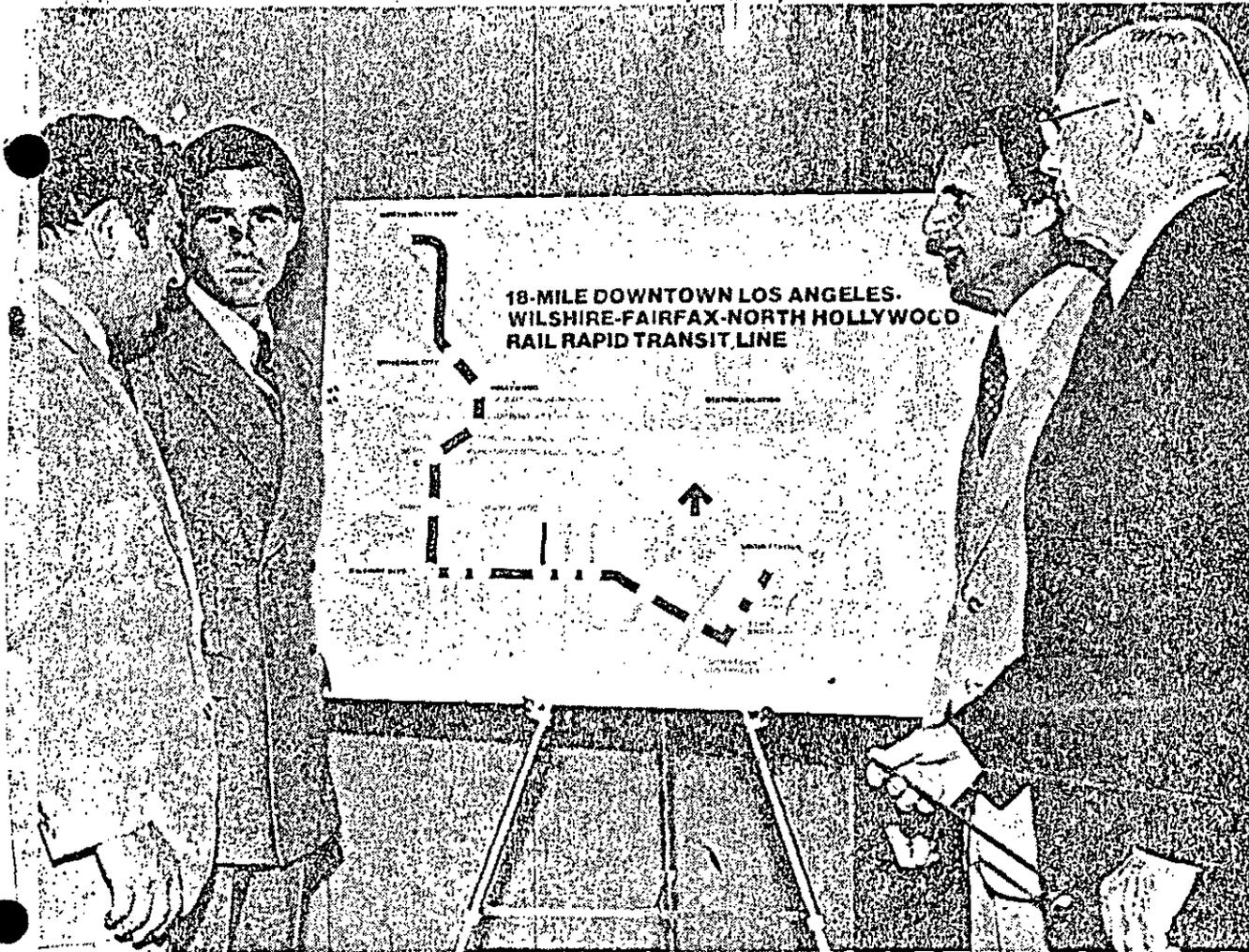
ATTN: Alice Wiggins

T/D: 7-11-79

JOHN SCHUBECK: President Carter has been at Camp David for nine days now conferring with leaders from all areas of American life, trying to figure out a solution to the nation's energy and economic problems. Now two Southern California officials have been invited to join that effort. The L.A. Mayor Tom Bradley and County Supervisor Ed Edelman will meet with President Carter tomorrow, and NewsCenter 4's Cynthia Allison spoke with Edelman before he left tonight and he said he'll be lobbying for a mass transit system for Southern California. Ms. Allison asked the supervisor what he thinks the chances are of getting what he wants.

ED EDELMAN: Why, I think the chances are good, because with the windfall profits tax on oil companies, with the profits that they're going to make with deregulation, we'll have much more money for rapid transit if it's earmarked for that purpose and if we in Los Angeles County get a fair share. I think that's all we're asking for. Other cities have gotten a head start on us. San Francisco, as I mentioned; Atlantic City -- Atlanta; Washington, D.C., they've all moved ahead. We need to do that here but we need the help of the federal government, especially with the problems of Prop 13 on the local level.

SCHUBECK: Earlier today Mr. Carter met with economists from the Kennedy and Nixon administrations and tonight he met with religious leaders.



RTD — Subway To the Valley Hearings By RTD This Week

A billion-dollar-plus subway transit corridor linking downtown Los Angeles with the San Fernando Valley in a seismically-fragile Southern California?

Yes, according to the Southern California Rapid Transit District in its willingness to put its engineering knowledge on the line in a series of public hearings on that

What the RTD's subway from downtown to the Valley looks like on paper is reviewed by, from left, Gov. Jerry Brown, RTD President Marvin Holen, RTD rapid transit department manager Richard Gallagher and County Supervisor Ed Edelman.

Today through Wednesday, the RTD goes to the public for response on a draft proposal to build an 18-mile subway

Continued from page 1
between downtown and the Valley—and/or alternatives called for in the "Analysis and Environmental Impact Statement" which spells out 11 different plans.

The public hearings will be held:

Today—2-4 p.m. Father Serra Room, Howard Johnson's Motor Lodge, 4222 Vineland Ave., North Hollywood.

Tuesday—2-4 p.m. Hollywood High School Auditorium, 1521 N. Highland Ave., Hollywood; 7-9 p.m.

Fairfax High School Auditorium, 7850 Melrose Ave., Los Angeles.

Wednesday—2-4 p.m. Community Room on Mezzanine, 3660 Wilshire Blvd., Los Angeles. Another meeting in the same location is scheduled for 7 to 9 p.m.

Basic to the proposal is the subway between downtown Los Angeles and the Valley, coursing through Hollywood, West Hollywood the Fairfax-Wilshire district and the Wilshire-Central Business District.

Estimates for cost of construction range upward from \$1 billion, based on 1978 dollars," according to Marvin L. Holen, chairman of the RTD board of directors.

"No tax increase or new tax would be required to finance the plan, estimated to cost \$1.2 billion in 1978 dollars," said Holen, who will chair the public hearings.

"The increasing cost and questionable availability of gasoline," said Holen, "makes it imperative we begin action soon on one of these alternatives," one of which the RTD will choose in the fall.

The local transit agency needs local support in its quest for federal dollars.

Burbank, CA
(Los Angeles Co.)
Daily Review
(Cir. D. 11,263).

JUL 9 1979

Allen's P. C. B Est. 1888

Input shapes RTD plan

Rapid transit proposals critical to Los Angeles' future will be aired during RTD sponsored public

hearings July 9, 10, and 11. Federal, state, county and Los Angeles city officials, as well as RTD engineers and planners, have been involved for two years in a study whose results will be considered during the hearings.

7 to 9 pm, Tuesday, July 10, Fairfax High School auditorium, 7850 Melrose

Avenue, and 2 to 4 and 7 to 9 p.m. Wednesday, July 11, Great Western Savings and Loan, 3660 Wilshire Boulevard.

In September or October, the RTD Board of Directors will select one of the alternatives, with that choice subject to approval of several local and regional planning agencies.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD:
PGM News
DATE 7-9-79
TIME 6:10 PM
STN KNXT TV, Ch. 2

ATTN: Alice Wiggins

T/D: 7-11-79

CONNIE CHUNG: Plans for an underground rail system or subway from downtown Los Angeles to North Hollywood took a vital step forward today with official approval by the Los Angeles City Council. Now that was essential, but so, too, are the public hearings which began today, and our San Fernando Valley correspondent Pete Pepper covered the council meeting and those hearings.

PETE PEPPER: The \$2 billion subway system is supposed to be completed by 1986. Using deep bore tunneling, the work would be done without the usual surface disruption of most construction. This is the route approved unanimously by the City Council, the same one sponsored by the Southern California Rapid Transit District, from North Hollywood south to Universal City, through Cahuenga Pass to Hollywood; southwest to Santa Monica Boulevard, due south along Fairfax to Wilshire, and then due east to Alvarado Street, the central business district, and Union Station. This has been touted as the most efficient starter line under consideration, one which would operate with the smallest deficit, one which might even turn a profit.

The intersection of Lankershim and Chandler Boulevards in North Hollywood -- that's where the subway system would begin -- to link up perhaps at a later date with the existing rail system which is already in place here which could be used to serve the western San Fernando Valley. This proposal has a better chance than any of the other proposals made in Los Angeles for a very simple reason -- it doesn't require a vote of the people because all of the other proposals have and they've been defeated.

The money to build this system will come from federal and state funds. No new local taxes will have to be levied to pay for it, but public hearings are still necessary, and the Rapid Transit District began sessions today to dispose of any environmental questions which might be raised during this preliminary phase.

MAYOR BRADLEY: As energy costs and availability continue to threaten the mobility by private automobile, as congestion on city streets and freeways continues, as air quality continues to raise concern, and as the public continues to look for a better means of transportation, the regional core rapid transit project takes on an increasing importance in shaping the transportation future of the Los Angeles area.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 10:20 PM
STN KHJ TV, Ch. 9

ATTN: Alice Wiggins

T/D: 7-16-79

KIM SINGER: One proposed method to cut fuel costs in the Los Angeles area is a mass transportation system. Today the City Council moved a step closer to that goal, as Val Clenard reports.

VAL CLENARD: Of eleven plans, RTD is recommending Plan 2, a combination subway-surface line that will be able to make the trip in about 30 minutes. At City Council, RTD and Department of Transportation officials said the equipment for a rail system would consist of four to six-car trains, each one carrying up to 1,000 persons.

PAT RUSSELL: They will not have to lay open the streets, they'll be digging underground and we won't know what's happening except when they poke up for stations, so that we will not have to go through the turmoil that other cities have gone through in getting this kind of a system, and it is a system that's going to be -- that will tie together very important parts of our city.

RICHARD GALLAGHER: The rapid transit schedules are not affected by traffic congestion, auto accidents, street repairs, and weather. It provides a high level of comfort and convenience. This area has the greatest daily transit patronage in the United States excluding New York and Chicago, but Los Angeles is the only large metropolitan area in the United States and shortly that will be true in the world without a rail rapid transit system.

CLENARD: The first of a series of public hearings came later in North Hollywood attended by the Mayor. He said no new tax or tax increase would be required to finance the \$1.2 billion plan. The federal government is expected to fund 80% of the project. The remaining 20% can be obtained from existing state gas tax revenues.

MAYOR BRADLEY: We went to Washington and with largely through the cooperation and help we got, we persuaded Secretary Coleman and the Department of Transportation to approve and fund what we call a four-part program which includes a starter line for rapid transit. The hearings today are the culmination of all of those efforts and those studies, and I believe that we have the basis for success in Washington now where they will provide 80% of the funding for a much needed system. So it is my hope that with that funding we can begin construction of this program, running from Union Station out Wilshire corridor to Fairfax and then north to North Hollywood.

CLENARD: More hearings are scheduled this week. Tomorrow in the West Hollywood-West Wilshire areas and Wednesday in the Wilshire central business district. Val Clenard, Channel 9 News.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 10:19 PM
STN KTLA TV, Ch. 5

ATTN: Alice Wiggins

T/D: 7-16-79

HAL FISHMAN: The Southern California Rapid Transit District is proposing a rail link between downtown Los Angeles and the San Fernando Valley.

At a public hearing in North Hollywood today, Mayor Tom Bradley gave his support to the plan. He says it has many elements to meet the city's varied transportation needs.

MAYOR TOM BRADLEY: It was concluded that a balanced integrated financially affordable transportation system utilizing a variety of transportation services would be necessary to meet the diverse transit needs throughout the city and county. A four-part regional transit development program was begun in 1976 to provide just such a balanced integrated affordable transit network. The regional core rapid transit...

FISHMAN: Well, that project -- we're sorry for interrupting the Mayor there -- but the project, if approved, is expected to cost close to \$2 million. RTD officials estimate that 80% of the funds would come from federal transit programs. The remainder will be financed from state and from local budgets.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 5:37 PM
STN KNX Radio

ATTN: Alice Wiggins

T/D: 7-10-79

NEWSCASTER: The Los Angeles City Council has endorsed an 18-mile starter rapid transit line. KNX News Radio reporter George Martin has details.

GEORGE MARTIN: The council gave its approval to a subway line serving the heavily traveled Wilshire corridor, then moving north and east to Hollywood and north and west to North Hollywood. The council approved the rapid transit district's environmental impact report on the line which RTD spokesmen estimated would carry more than a quarter million passengers a day and cut in half the time required to travel the same route by bus.

Councilmen expressed concern the line wouldn't serve other heavily populated areas -- south central L.A., parts of the San Fernando Valley, the airport, and the east side. Councilwoman Pat Russell, chairman of the transportation and traffic committee, said the line isn't the answer to all the city's transit needs, that that will take a multifaceted approach.

PAT RUSSELL: And as you know that includes the starter line, the downtown people mover, the transit on freeways, which makes better use of our exiting roads and highways, and fourthly, the concept which I think is one that's not talked about and is more difficult to understand, that is the concept of community transit. You'll be hearing more about that from our committee because we're very much concerned with it.

But added together, they do mean that all kinds of people can be mobile.

GEO. MARTIN: Councilwoman Russell is taking part in one of a series of public hearings being held this week by the RTD to explain the starter line.

This is George Martin, KNX News Radio.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 11:06 PM
STN KABC TV, Ch. 7

ATTN: Alice Wiggins

T/D: 7-17-79

CHRISTINE LUND: Los Angeles -- back down here to earth -- Los Angeles took its first big step today toward construction of a rapid transit rail system, but the general public will still have plenty to say before the engineers take over that one. Bob Banfield has the story.

BOB BANFIELD: This is the proposal the RTD wants. It's a rapid transit starter line running along the Wilshire corridor, north on Fairfax to Chandler Boulevard, part of the proposed system underground. Realistic cost, \$2 billion. The Los Angeles City Council gave its unanimous support to the Wilshire corridor plan, Councilwoman Pat Russell spearheading approval.

Los Angeles Mayor Tom Bradley strongly endorsed the proposal.

MAYOR TOM BRADLEY: Approval and construction of Alternative Two will deeply root the entire regional transit development program and will open the door for a new image of Los Angeles, and when I go to these other cities I will no longer have to hide my head when they point to their magnificent systems built so quickly and effectively when they ask me about ours.

BANFIELD: A spokesman for a group called the Coalition for Rapid Transit asked that construction be accelerated to be completed in three years by 1983, and that the People Mover downtown be replaced by a subway loop.

Other meetings will be held tomorrow and Wednesday to get comments from the public on the Rapid Transit District plan. One way or the other, either through federal taxes or state money, the public is going to pay the bill.

This is Bob Banfield for Channel 7 Eyewitness News in North Hollywood.

LUND: The next public hearing on the Wilshire corridor plan will be held tomorrow afternoon at Hollywood High School.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 4:11 PM
STN KNX Radio

ATTN: Alice Wiggins

T/D: 7-10-79

NEWSCASTER: More than a quarter million passengers daily would travel on an 18-mile starter subway line whose final environmental impact statement has been approved by the Los Angeles City Council.

The RTD project would run from North Hollywood to Wilshire Boulevard and thence east to downtown Los Angeles. There would be 14 intermediate stops during a 35-minute trip. The same route in rush hour traffic now takes 55 minutes by bus and 45 minutes by car.

City Councilman Gilbert Lindsay, addressing the RTD, says he just hopes future consideration will be given other parts of the city.

GILBERT LINDSAY: I've got to agree with you. You had to have some place to start first. I realize that. And probably you did the best study you possibly could and I'm not disagreeing with that. I'm just wondering and hoping that you won't leave the southern part of the city as has been the case throughout the years with everything going west and north and hardly anything going south and east.

NEWSCASTER: Los Angeles City Councilman Gilbert Lindsay on the L.A. subway starter line which will be the subject of public hearings this week.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 3:13 PM
STN KNX Radio

ATTN: Alice Wiggins

T/D: 7-10-79

NEWSCASTER: The Los Angeles City Council has approved the final environmental impact statement prepared by the Southern California Rapid Transit District involving its proposed regional subway starter line. The line is proposed to run 18 miles from downtown Los Angeles along Wilshire Boulevard to Fairfax Avenue, thence to Hollywood, Universal City, and North Hollywood.

Public hearings will be held this week with Mayor Bradley and City Councilwoman Pat Russell who chairs the transportation and traffic committee speaking on the plan's behalf. City Councilman Marvin Braude calls it a major breakthrough.

MARVIN BRAUDE: This is the most thoughtful, thorough analysis of public transportation needs that's ever been made in the history of the city. It is the most practical and realistic and it is the most likely to have political, financial, and practical support. The prospects of this plan being adopted are greater than any other transportation program that the city has ever considered, and we have considered many.

NEWSCASTER: City Councilman Marvin Braude on the Los Angeles subway starter line which would be completed between 1987 and 1990 with 80% of its funding provided by the federal government.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 10:55 PM
STN KTTV-TV, Ch. 11

ATTN: Alice Wiggins

T/D: 7-17-79

CHARLES ROWE: The L.A. Rapid Transit District began the long journey today of establishing an inner city rapid rail system. Now the City Council approved plans to continue work on engineering studies on the rail line that would link Union Station to Wilshire, Fairfax, and North Hollywood.

Mayor Bradley, just returning from visits to China and Mexico, says those two countries admittedly are impoverished.

MAYOR BRADLEY: On the basis of what I've seen of these countries, that I remain committed and confident of the notion that Los Angeles will and must build its own mass rapid transit system.

ROWE: The total cost of that rail system is estimated at \$2 billion, most of which would be federally funded.

AUDIO
VIDEO
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SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 10:55 PM
STN KTTV TV, Ch. 11

ATTN: Alice Wiggins

T/D: 7-17-79

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Glendale, CA
(Los Angeles Co.)
News Press
(Cir. D. 19,670)

JUL 9 1979

Allen's P. C. B. Est. 1888

Input shapes RTD plan

Rapid transit proposals critical to Los Angeles' future will be aired during RTD sponsored public

hearings July 9, 10, and 11.

Federal, state, county and Los Angeles city officials, as well as RTD engineers and planners, have been involved for two years in a study whose results will be considered during the hearings.

7 to 9 pm, Tuesday, July 10, Fairfax High School auditorium, 7850 Melrose

Avenue, and 2 to 4 and 7 to 9 p.m. Wednesday, July 11, Great Western Savings and Loan, 3660 Wilshire Boulevard.

In September or October, the RTD Board of Directors will select one of the alternatives, with that choice subject to approval of several local and regional planning agencies.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT R.T.D.
PGM News
DATE 7/9/79
TIME 4:04 PM
STN KGIL Radio

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: More talk about busing today in the San Fernando Valley, this time concerning the Rapid Transit variety, as the R.T.D. is holding public hearings at Universal City, concerning proposals critical to southlanders. Of interest to Valleyites, the plans call for the building of an 18-mile subway system connecting Union Station downtown to North Hollywood here in the Valley.

KGIL reporter Sharon Copeland asking R.T.D. President Marvin Holen about the underground railway idea:

MARVIN HOLEN: The public now needs it in a way it's never been needed before. The ridership of the R.T.D. is higher than ever in history. It's almost doubled in the last 5 years. We have to have the efficiency of subway transportation to our densest corridors, and that's designed to do that, what we will be considering today.

In addition for the first time, we've been able to identify the money and we'll be able to build this project with the proper federal approvals, without any new taxes -- no new taxes needed.

NEWSCASTER: R.T.D. President Marvin Holen.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT R.T.D.
PGM News
DATE 7/9/79
TIME 5:05 PM
STN KGIL Radio

ATTN: Mike Barnes

T/D: 7/11/79

NEWSCASTER: Plans are being firmed up for a rapid transit system which reportedly will connect downtown with parts of the San Fernando Valley. A public hearing was held in Universal City today concerning the billion-dollar project.

The proposal for an 18-mile starter line would run beneath Wilshire Boulevard, and terminate at Lankersheim and Chandler in North Hollywood. Testifying in favor of this rail rapid transit system, His Honor, the Mayor.

TOM BRADLEY: The project provides a much needed and improved link between the San Fernando Valley and the Wilshire and Central City employment, brings together those who wish to enjoy shopping or cultural activities at any one of these communities in this core region. Improved feeder bus system throughout the Valley will connect with the rails system as it comes into North Hollywood, providing public transportation for Valley residents to downtown in about half the time now required.

NEWSCASTER: Mayor Tom Bradley today, in the southeast San Fernando Valley.

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VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 3:26 PM
STN KFVB Radio

ATTN: Alice Wiggins

T/D: 7-10-79

NEWSCASTER: Mayor Bradley has come out in full support of a million dollar plus rapid transit system. KFVB's Frank Gonzales has a direct report.

FRANK GONZALES: Mayor Tom Bradley has told the Southern California Rapid Transit District he's all for their proposed 18-mile rail and subway system. Bradley is the lead speaker in a series of community meetings being held in neighborhoods that would be linked by the system. The route from downtown's Union Station to North Hollywood would go under Wilshire Boulevard. A major concern of business along that major commercial route has been the tearing up of Wilshire for construction. Bradley believes the problem can be solved.

MAYOR BRADLEY: The technical studies conclude that the construction of the rail line can be achieved through a process called deep bore tunneling. Los Angeles will not have to undergo the prolonged disruption experienced in some other cities since the regional core subway can be built almost entirely in what are called self-contained tunnels beneath the city streets.

GONZALES: During the hearing held in North Hollywood, RTD officials estimated the eventual cost to be about \$2 billion with the federal government paying most of the bill. More meetings are scheduled and the complete plan and environmental impact study goes to the federal government late this year.

Frank Gonzales, KFVB News 98.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News
DATE 7-9-79
TIME 7:01 PM
STN KLAC Radio

ATTN: Alice Wiggins

T/D: 7-10-79

NEWSCASTER: The L.A. City Council has taken the first step which will eventually lead to a rapid transit system between the San Fernando Valley and the downtown Union Station. RTD officials estimate that when the line is completed, a ride from North Hollywood to Union Station would take 35 minutes.

Today Mayor Tom Bradley gave his blessings to the system.

MAYOR BRADLEY: I believe that today as we began public hearings on the regional core area of Los Angeles we have found the project that will move forward and that will bring mass rapid transit to Los Angeles. It's with therefore a great deal of pleasure that I stand here today to support your proposal, Alternative II, the Union Station, Wilshire, Fairfax, North Hollywood rapid transit line.

NEWSCASTER: When completed in the mid 1980s the rapid transit line is expected to cost about \$2 billion.

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CLIENT RTD
PGM News
OATE 7-9-79
TIME 6:48 PM
STN KNBC TV, Ch. 4

ATTN: Alice Wiggins

T/D: 7-10-79

JOHN SCHUBECK: The gasoline crunch has revived plans to build a mass transit system in Los Angeles. I'm talking subway this time. It was a proposal to construct such a thing from the Union Station to North Hollywood and it sailed today right through City Council, did that proposal. More on how it's going to work and what it'll cost from NewsCenter 4 reporter Warren Wilson.

WARREN WILSON: By the time the rail system is completed between 1987 and 1990, it will cost about \$2 billion. Officials say no new taxes will be required. It is estimated that up to 270,000 people per day will ride the 18 miles of high speed transportation. The route will begin at Union Station in downtown Los Angeles and zigzag its way through the so-called Wilshire corridor to Hollywood and the San Fernando Valley.

Unlike past proposals for rapid transit systems, this one, propelled by the high price of gasoline and the uncertainty surrounding the energy crisis, met no opposition as Councilwoman Pat Russell carried it through the council.

PAT RUSSELL: ...and that it is, although we've kind of fooled around and dragged our feet on transportation in the Los Angeles area over many years and many people feel bad about that, we are reaping certain benefits and that is that we are able to learn from the mistakes that have been made by other cities and take advantage of them. The plans for this subway system are such that they will not have to lay open the streets, they'll be digging underground and we won't know what's happening except when they poke up for stations, so that we will not have to go through the turmoil that other cities have gone through in getting this kind of a system.

WILSON: The transit district won the council's endorsement. The next step is to determine what the public thinks, those individuals with vested interests either in favor or against the plan, and that requires public hearings.

There was widespread support from all parts of the city. First on a long list of speakers from business, social, and quasi-governmental organizations was Mayor Tom Bradley who had pledged during two mayoralty campaigns to see such a system started while in office. Economically a modern rail system will never make life so simple as before, but to go from the valley to downtown Los Angeles is expected to cost about about of what we pay today for a gallon of gasoline. From Hollywood, Warren Wilson, NewsCenter 4.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT . RTD
PGM News
DATE 7-8-79
TIME 6:02 PM
STN KNBC TV, Ch. 4

ATTN: Jim Smart

T/O: 7-9-79

FELICIA JETER: People have been talking about mass transit in Southern California for a long time but results have been slow in coming. There are now eleven different plans currently under consideration and RTD hearings will begin on them tomorrow. The proposal getting most of the support would give Los Angeles its first subway.

Nearly 21,000 people work in Los Angeles's central business district; nearly 12,000 people live here. Yet there are no freeways serving this area and the surface streets are usually crowded with the cars, buses and taxis needed to get around here. For two years local government agencies have been investigating alternatives to the situation, considering everything from monorails to reversible bus lanes. Most people agree that some alternative is needed.

PAT RUSSELL: We need them just because we get tangled up in our traffic; we need them because of smog, as we've seen in the last few weeks; we really need to have alternatives to cars. And because of energy. I think the gas lines have showed us that plain ordinary human beings want to have another way of getting to work and taking regular trips in addition to their own automobiles.

JETER: The City Transportation Committee, which Russell heads, has decided the best alternative for this area is rail rapid transit -- a subway. It would run along an 18-mile corridor from North Hollywood to downtown Los Angeles. By bus in peak traffic, that's nearly an hour's ride today, but the subway would cut that time in half.

Engineers say that one railway is the equivalent of eight freeway lanes and that one subway train carries as many people as 14 buses. The subway system could be operational as early as 1987, and Ms. Russell says workers wouldn't even have to tear up the streets while they're installing it.

RUSSELL: The subway concept will be different from what they've done in San Francisco with BART or other cities where they've torn up streets. Now there's a technology which permits digging 60 to 180 feet underground and they'll be digging this out and we won't even know it except where they come up for stations.

JETER: For all the excitement over the technological advances, there are still some problems. The Southern California Rapid Transit District thinks the subway should begin, as I said, in North Hollywood but Caltrans doesn't.

Transcript of Holen Interview

July 7, 1979

Channel 2 News

Newscaster: There are a lot of plans for a brand new mass transit system. We're looking for ways to improve local travel and for real alternatives to the automobile. Michael Linder reports on RTD's most likely choice (train sounds).

Linder: This is Michael Linder reporting from Union Station. Even though the lines at the gas pumps have vanished, many of the trains coming in today are still standing room only. There were 22,000 fewer passengers on the San Diegan in June than during the gas crunch in the month of May. But still the passenger lists are 60,000 passengers above the month of April. In short, many people who rediscovered the train are continuing to ride. But the train, especially the commuter, runs like the San Diegan, may be part of the whole new mass transit system. A system that would include a new mass transit link from here at Union Station to the San Fernando Valley.

Holen: We're going to build, hopefully, an 18-mile subway line which will connect from Union Station in downtown Los Angeles out through the Wilshire Corridor, perhaps as

- more -

1st add.

you can see here as far west as Fairfax, and tie together the Wilshire District, the Fairfax District further north through Hollywood and tie together the Hollywood District and then into the San Fernando Valley.

Linder: Marvin Holen is president of the RTD's Board of Directors and Monday his plans for an L.A. subway begin a week of public hearings.

Holen: Well, it will cost about two-billion dollars in escalated dollars over a ten year projected construction period, of which about 80 percent of the money, hopefully, will come from the federal government and we already have identified the 20 percent, \$400 million of local money and I'm happy to say that no new taxes are required.

Linder: With no major opposition, the subway construction would begin in 1981 and be completed by 1989. Holen stresses that nearly all construction would take place under ground, disturbing neither businesses nor residences up on street level. Without a subway system Holen sees a dim future for Los Angeles and its residents.

- more -

2nd add

Holen: The cost of transportation will begin to smother us. The congestion will begin to strangle us and the air quality will continue to deteriorate so that we are irritated and we are diseased by bad air. It will become a very bad place to live. This project is a starter one. It means that in the future, after it is built, we will continue on with a rail system throughout the rest of Los Angeles.

Linder: (standing in front of two RTD buses) The RTD subway plan still needs the approval of the California Congressional Delegation. But if we do have a subway nine years from now it is estimated that it will carry some 200-million passengers a year and save a billion dollars in its first ten years over the cost of operating these diesel buses. This is Michael Linder, Channel 2 News.

#

STAT⁰¹ TRANSIT
ARE^{11/13/79}

Central Business District,
Great Western Savings and Loan,
2:00-4:00 p.m., 7:00-9:00 p.m. 3660
Wilshire Boulevard (Community Room
on Mezzanine)

Last October the RTD Board of Directors gave preliminary endorsement to one of the alternatives. That proposal calls for construction of an 18-mile rapid transit starter line which would connect Union Station in downtown Los Angeles and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of Cahuenga Pass, terminating at Lankershim and Chandler Boulevards.

"No tax increase or new tax would be required to finance the plan, estimated to cost \$1.2 billion in 1978 dollars," said Marvin L. Holen, RTD Board president. Holen will chair the hearings.

"The increasing cost and questionable availability of gasoline makes it imperative we begin action soon on one of these alternatives. If we don't, Los Angeles may suffer serious traffic, economic and social problems," said Jack R. Gilstrap, RTD general manager.

All interested citizens and civic groups are encouraged to attend the hearings and comment on the 11 alternatives.

Following the hearings, the RTD will make written responses to all responsible comments made during the hearings, or delivered to the District before August 12. Those responses will be combined with the study and will constitute the final Environmental Impact Statement.

In September or October, the RTD Board of Directors will select one of the alternatives, with that choice subject to approval of several local and regional planning agencies.

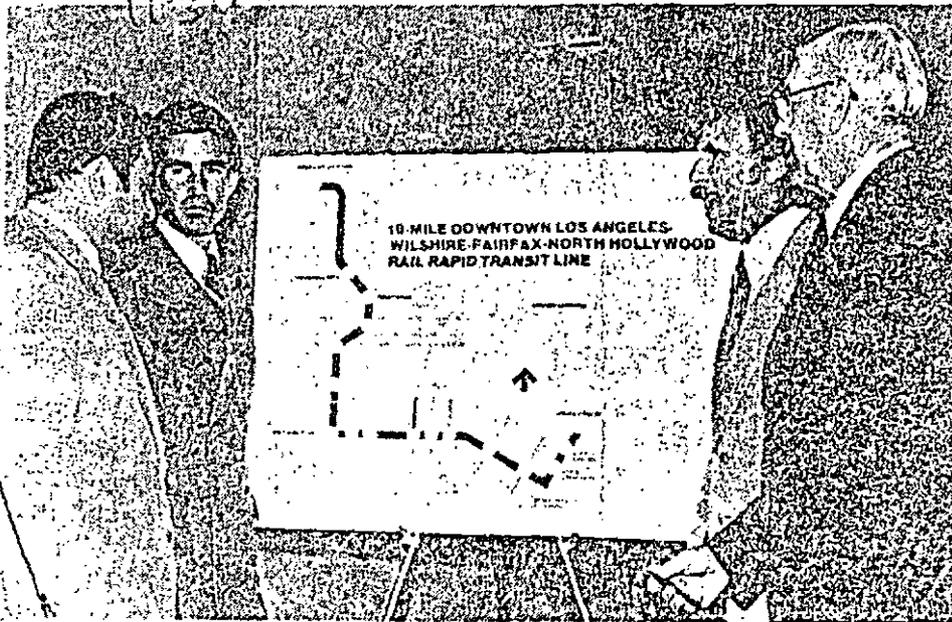
With the community then hopefully behind one of the alternatives immediate go-ahead would be sought from the federal Urban Mass Transportation Administration (UMTA), which is expected to fund 80 percent of the project. The remaining 20 percent can be obtained from existing state gasoline tax revenue sources, and raised locally without new taxes.

The equipment for a rail rapid transit system would consist of four to six car trains, seating 75 comfortably and handling 90 persons standing. Each train would carry up to 1,000 persons. At first, the trains would operate at about three-to-four-minute intervals.

A copy of an Executive Summary of the study is available by writing RTD Rapid Transit Department, 425 S. Main Street, Los Angeles, CA. 90013. Copies will be available at the hearings.

JUL 6 1979

STATE, LOCAL LEADERS LOOK OVER Area RAPID TRANSIT PLANS



18 MILE SUBWAY SYSTEM CONNECTING CENTRAL CITY with San Fernando Valley via Wilshire Boulevard and Hollywood is checked over by, from left, Southern California Rapid Transit District President Marvin L. Holen, Governor Edmund G. Brown, Jr., Los Angeles County Supervisor Edmund Edelman and RTD Manager Richard Gallagher, with pointer. Governor Brown, in his recent transit and energy message, called for construction of such a system.

PAGE 7

Eleven different plans for rapid transit lines extending outwards from Central City will be outlined at area public hearings to be held July 9, 10 and 11.

Government officials at federal, state,

county and Los Angeles City levels, plus RTD engineers and planners, have been working for two years on a study whose results will be presented during the hearings.

Called, "Transit Alternatives Analysis and Environmental Impact Statement", the plans include rail/bus and all bus alternatives for improving mass transit from and to Central City which is the heart of the "regional core", a 55-square mile area encompassing Central City, the Wilshire area, Hollywood and North Hollywood.

Dates, times and locations of the hearings are:

Monday, July 9, North Hollywood/San Fernando Valley, Howard Johnson's Motor Lodge 2:00-4:00 p.m., 7:00-9:00 p.m., 422 Vineland Avenue (Father Serra Room).

Tuesday, July 10, Hollywood/West Hollywood, Hollywood High School Auditorium, 2:00-4:00 p.m., 1521 N. Highland Avenue;
Fairfax-West Wilshire, Fairfax High School Auditorium, 7:00-9:00 p.m., 7850 Melrose Avenue.

Wednesday, July 11, Wil-

(Continued on page 8)

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM NEWS
DATE 7/5/79
TIME 6:50 AM
STN KNBC TV CH 4

ATTN: Mike Barnes

T/O: 7/6/79

JIM FOY: This Channel 4 Editorial is about building a subway and I'm Jim Foy of Channel 4.

We have long maintained here that as soon as gasoline got to be \$1.00 a gallon people would demand a fixed guideway transit system. That time has come. Plans for transit systems that have been on the shelf or grinding through processes designed to kill them off are now coming to light. One of those is Los Angeles County Supervisor Baxter Ward's two hundred thirty two mile Sunset Coastline, a system of high speed transit running in their own rights of way, serving 80% of the homes and job centers in the County. The cost? Plenty.

In other words, the Southern California Rapid Transit District's own starter line, a subway from Union station downtown, west on Wilshire, north on Fairfax and then up through the Cahuenga Pass to North Hollywood. The cost? Around a billion and a half dollars. And there are all sorts of other plans around. As we see it there is no alternative to building something starting soon. Building nothing is no longer one of the options. We support the Rapid Transit District's Wilshire subway plan now because it is doable with no new taxes and it is essential, we think, to get going now.

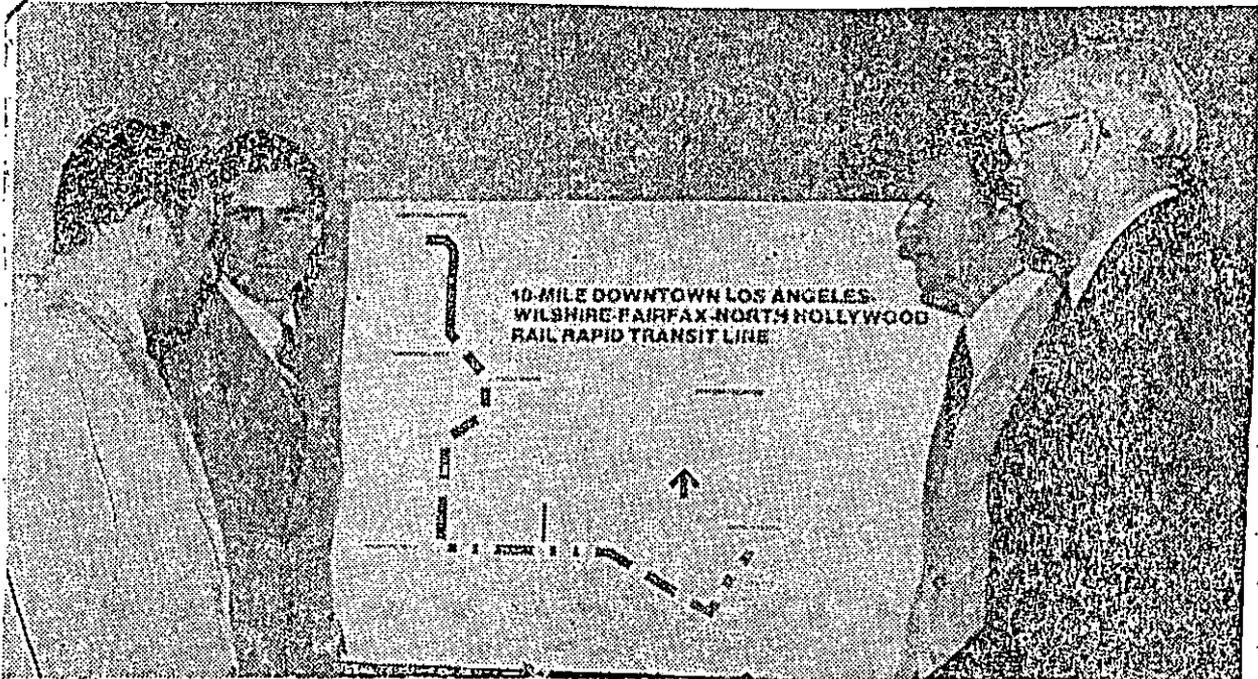
The Rapid Transit District is holding public hearings on the subway all next week, Monday through Thursday, in the Wilshire, Fairfax, Hollywood and North Hollywood neighborhoods. What we think will come out of those hearings is that the time has come to start.

That's Channel 4's view, we welcome your response and we encourage replies.

Downey, Calif.
(Los Angeles Co.)
Southeast News
(cir. 5xW 12,825)

JUL 5 1979

Allen's P. C. B. Est. 1888



115 CENTURY FREEWAY DOOMED? — Up to \$1 billion in funds set aside for the Century Freeway could be diverted to one of Gov. Brown's 11 rapid transit plans, such as the above 18-mile Downtown Los Angeles to North Hollywood rail line, effectively killing the long-delayed freeway project. Shown above during recent planning session are, from left, Marvin L. Holen, RTD president; Gov. Brown; County Supervisor Ed Edelman; and Richard Gallagher, RTD Rapid Transit Department Manager.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM News/Interview segment
DATE 7-5-79
TIME 5:40 PM
STN KNBC TV, Ch. 4

ATTN: Alice Wiggins

T/D: 7-9-79

WARREN OLNEY: Two months ago Governor Brown unveiled an ambitious five-year mass transit and energy program for California, the price tag nearly \$2 billion. The details of that plan are part of the interview segment here on NewsCenter 4 tonight. Tritia?

TRITIA TOYOTA: Warren, the Governor's proposals run the gamut from commuter rail lines to bicycle lanes. \$600 million would go for public transit needs in the Los Angeles area, most of that for new RTD buses and to help pay for a planned 18-mile subway system between downtown Los Angeles and North Hollywood.

Bill Press is the director of the State Office of Planning and Research. He is the chief architect of that mass transit plan. Mr. Press, welcome.

BILL PRESS: Hi, Tritia.

TOYOTA: This is really basically a part of a much larger plan, as Warren indicated, of about \$2 billion, and the mass transit thing is what, it accounts for half of that then.

PRESS: Mass transit is even more than half of that. Actually the transportation segment is 1.6 billion of a \$1.8 billion package.

TOYOTA: Without getting lost in all of these figures...

PRESS: Right.

TOYOTA: ...we talked about a new bus line in Los Angeles, new buses. When are we going to see those things?

PRESS: Well, the transportation package moved through the Legislature with extraordinary speed. In fact I've been around there about ten years. I've never seen a major bill move that fast. It was announced by the Governor on May 31st and signed into law by the Governor through both houses of the Legislature on June the 30th, so actually less than one month, and the money is there, the authority is there, and as soon as the transit district here can make its application to Caltrans, that money will be forthcoming to increase service in the South Coast Basin.

TOYOTA: The thing being, of course, we've been talking about mass

transit for many, many years. You know, what makes it so different. Of course it has now been enacted.

PRESS: Yeah, I really think it took the gasoline crisis of May and the gas lines of May to prompt the people to respond and to prompt the Legislature to act that quickly. Just look, for example, throughout the state, ridership on all of the train lines, all of the commuter lines, all of the bus lines is up dramatically and has stayed up even though the gasoline lines have gone down.

TOYOTA: Wouldn't you say that this is very much of a legislative victory for Governor Brown?

PRESS: I think it's a victory for the Legislature, for the people, and of course for Governor Brown.

TOYOTA: And that it will certainly help pay some political dividends on his yet unannounced presidential candidacy which we assume will be forthcoming.

PRESS: Well, that was not the purpose....

TOYOTA: One of the functions.

PRESS: ...not the purpose of the program, frankly, but seeing that the gas lines have now hit the East Coast and that other states are suffering the same problems as California, I think the fact that we were able to move with speed and to put that program into place and to get those dollars into place and more buses and trains rolling can't help but help.

TOYOTA: Um-hm, and it would certainly perhaps at this time make it easier for Governor Brown to announce that, to use that in terms of criticizing President Carter for what is not going on in the rest of the country.

PRESS: Again, I think it is something that he could point to with pride, not even as a way -- wouldn't have to use it to criticize the President.

TOYOTA: There has been some concern that if you use all of this money and put it into mass transit, bus lines, that kind of thing, there isn't going to be enough money left over to pay for highway projects, and of course Governor Brown has been criticized for that in the past. Where is the money going to come from? Will there be enough for highway maintenance?

PRESS: There's presently \$2.5 billion every year in gasoline taxes, gasoline tax revenues that are used exclusively in this state for freeways and highways, to build new ones and to maintain the freeway system that we have. This money does not come out of that fund. All of that money is still available. This money comes from the increased

sales tax revenues that the state is receiving on gasoline as the price of gasoline goes up at the pumps. So we really have the best of both worlds. We have the best freeway system probably in the country, we have the money to maintain that, and now we have this new billion dollars for transit.

TOYOTA: There's another part of a bill that I guess is yet to be introduced in Sacramento which has something to do with excess profits, taxes on oil companies, and in short another tax over what might come in terms of windfall profit at the federal level, another tax that Governor Brown would like to place in this state for -- I would imagine you are going to receive a lot of opposition from the oil companies for that.

PRESS: I'd be surprised if the oil companies liked it, but I think the better question is, you know, what will be the response of the people of California, and I think when they come to the pumps and find that they are getting less gasoline and paying more for it and reflect on the fact that the oil companies are delivering less gasoline and getting more for it and producing less gasoline in this country, that they're going to support such a measure. The Legislature will and the people, and what we propose is a surtax on the oil companies that do business in California and capturing some of their excess profits which at this point are the highest in history, 67% for the first quarter of 1979 over 1978 -- capturing some of those profits and investing them also in alternative transportation for the people of the State of California.

TOYOTA: What will happen, for example, if -- what we're talking about is two taxes in effect then should the windfall profits tax be okayed by Congress on the oil companies in California.

PRESS: Right. That's a good question. What happens is this, that California gets its money before Washington gets its money, so it's what we would call revenue sharing, what the people in Washington call revenue snaring by the State of California, and for the oil companies, they don't pay two taxes. They can write off 46% of the tax they pay the State of California from their federal income tax. So as the federal government has -- if it passes its windfall profits tax, California's excess profits tax will come first. We get the revenues to spend on buses and trains...

TOYOTA: For our -- for the state here.

PRESS: Right here.

TOYOTA: When will that be introduced in the Legislature?

PRESS: Hopefully within the next week. We're very close to introduction.

TOYOTA: Okay, thank you very much for coming in, Mr. Press.

PRESS: Thank you, Tritia.

TOYOTA: Warren?

Covina, CA
(Los Angeles Co.)
San Gabriel Valley
Tribune
(Cir. D. 69,765)
(Cir. S. 72,376)

JUL 4 1979

Officer Tells Transit Officials To Review Security Figures

A Los Angeles police official has urged transit officials to give more thought to a transit line security force.

Police Cmdr. Clyde Cronkhite told a Los Angeles City Council committee that a

proposal for a 45-member force to police a proposed Rapid Transit District line is inadequate.

The starter line, which would have 14 stations, would need at least 195 LAPD offi-

cers and 45 peace officers to be hired by the RTD, Cronkhite said.

He said the proposal doesn't allow for time to book and arraign persons after their arrests on the proposed line.

The security plan also "is going to be a lot more costly than the projected figures," Cronkhite said, estimating the cost of 195 police officers at current pay scales would be more than \$4 million.

An RTD official acknowledged the different cost estimates and said, "Maybe that much is not needed."

He said further discussions about the number of security officers would be held.

Cronkhite spoke at a meeting of the Transportation and Traffic Committee, chaired by Councilwoman Pat Russell.

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD
PGM NEWS
DATE 6/29/79
TIME 6:07 PM.
STN KNXT TV CH 2

ATTN: Mike Barnes.

T/D: 7/5/79

NEWSCASTER: Now, of course, with general highway travel becoming a problem because of this gasoline shortage throughout much of the country, as you know, Governor Brown has signed a bill which will launch a billion dollar public transportation program.

Now, it is going to extend in California over the next five years and much of that money is going to be used to expand our mass transit system right here. Officials say it is going to broaden the current transit set up to include some above and underground trains. Now, Jim Giggans has details and reactions in this report.

JIM GIGGANS: The reaction of most people when asked what they thought of the new mass transit package was, "It's about time".

The concensus was a support of anything that would get some of these cars off the streets, thus conserving gasoline and cutting down on smog.

UNIDENTIFIED: I think it's a good thing. I'd like to see some mass transit.

UNIDENTIFIED: I might take it myself.

UNIDENTIFIED: Many people just cannot afford cars, like older people like myself, so we depend on that mass transit.

UNIDENTIFIED: I think it's a long time coming and I applaud it.

GIGGANS: The hub of the new transportation system will be here at Union station where an increased number of commuter trains will come in from Orange County and a new subway system will link downtown with the San Fernando Valley.

It's this underground system which is the most expensive and time consuming part of the plan.

RICH RICHMOND: It's a subway but not as you think of the New York subway. It'd be a modern subway system. The line would come from Union station down through the downtown, under Broadway, swing out under 7th Street, with a station at Flower, between Flower and Figueroa, and then come on up to Wilshire where it comes under Wilshire with stations at Vermont, Normandy, Western, La Brea, Hauser and Fairfax. At Fairfax it turns north to head toward the Valley, with -- making a swing into Hollywood -- into the Hollywood central district,

and then under the Santa Monica mountains to a terminus at Chandler Blvd. in North Hollywood.

GIGGANS: And someone who lives, for example, in North Hollywood, he gets on at Chandler Blvd., how long would it take him to get to Union Station?

RICHMOND: The travel time from Chandler Blvd. to Union Station is approximately 36 minutes.

GIGGANS: The Transportation Commission says the new plan could cost nearly two billion dollars which will also include the purchase of new buses to link with the new system. The Commission insists this will cost the taxpayers no extra money.

Ironically, the Commission says, cars will help pay for it because of the State's increased share of gasoline taxes.

BRENT MUSBURGER: And, of course, the next step is to get some federal money. I was up in Montreal for the Montreal Olympics, that's when they built their subway system, so maybe it's possible that we can get the federal government to give Los Angeles money for a subway system when the '84 Games come here.

CHUNG: Wouldn't that be nice.

JUN 2 1979

Allen's P. C. B. Est. 1888

RTD chief lauds plan

Mass transit advocates praise Brown program

United Press International

1139
Public transportation advocates in Southern California are pleased to have a new man on their team — Gov. Edmund Brown Jr.

"We're delighted to see the governor talking about more money for mass transit — and transportation generally," said Jack Gilstrap, general manager of the Southern California Rapid District.

Brown Thursday unveiled a \$1.8 billion mass transportation package, which included plans for systems ranging from bikeways to railways.

The RTD would be one of the major beneficiaries of the governor's plan. The package allocates \$600 million over five years for public transit — largely for new buses.

Funds would also be allocated to help build RTD's planned 18-mile, \$1 billion subway from downtown Los Angeles under Wilshire Boulevard as far west as La Brea Avenue.

Officials agreed Friday that the governor's announcement, coming with memory of long gas lines still fresh, was both timely and welcome.

The program proposes \$20 million to pay for intercity rail costs and \$112 million for commuter rail facilities.

County Supervisor Baxter Ward suggested Brown could get things done he (Ward) had been unable to.

"At his level he could do these things — such as running commuter trains on existing rail lines to San Bernardino and through the San Fernando Valley to Oxnard," said Ward, a long-time proponent of commuter rail service.

Brown's plan called not only for expanding rail service over existing lines feeding into downtown Los Angeles but also intercity rail service on the Southern Pacific's "Coast Starlight" to the San Francisco Bay Area, extending the "San Joaquin" train from Bakersfield

into Los Angeles and adding other new passenger trains.

If the gas crisis continues, Ward said, "the governor could test his executive power on Southern Pacific.

"If we could do it — just great," Ward said. "But the weight of his office would be necessary."

Azusa, Calif.
(Los Angeles Co.)
San Dimas-La Verne
Herald Press
(Cir. W. #2,400)

Azusa, CA
(Los Angeles Co.)
Azusa Herald
(Cir. W. 9,505)

Glendora, Calif.
(Los Angeles Co.)
Glendora Press
(Cir. W. 16,500)

APR 12 1979

Allen's P. C. B. Est. 1888

D Discussion

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Clubbers To Hear RTD Discussion

The East San Valley Group of the Sierra Club will present a program on mass rapid transit at 8 p.m. April 10, at the West Covina Public Library, in the Community Room.

Peter Broy and Vaddeen Tahir of the R.T.D., will talk about a subway system in the planning stage that will go from downtown Los Angeles to North Hollywood. This

was proposed as the first stage of an extensive system in the district. The talk will be augmented with a slide show and a question and answer period will follow.

Encino, Calif.
Woodland Hills
Tarzana-Reseda
Times & Canoga
Park Canogan
(Cir. W. 24,500)

JAN 31 1979

Allen's P. C. B. Est. 1888

L.A. indecision lets Baltimore spend our U.S. funds

Are we gypping ourselves on transit?!?

1139
Until the people of the San Fernando Valley get insistent enough, or become informed enough, the Valley probably will get no adequate public transit.

That is what Peter Broy, senior city planner, Department of Los Angeles City Planning, and Nadeem Tahir, senior planner for the Southern California Rapid Transit District, told the Valleywide Committee on Streets, Highways and Transportation at a luncheon meeting in Skytrails Restaurant at Van Nuys Airport.

The audience that listened soberly came from businesses, industries, chambers of commerce and community groups. Broy and Tahir told them that Los Angeles "has already missed the boat" one or more times in getting "Federal money that was available, and that as a consequence, this money is now being spent by Baltimore and Atlanta, whose transit needs are not nearly so extreme as Los Angeles'."

"In fact," said Tahir, "Los Angeles' situation becomes more critical every year, and its problem of urban public transportation is worse--a good deal

worse--than any other metropolitan area in America."

The two traffic experts showed charts statistics and film to detail their presentation.

They said the time will have to come when Los Angeles "will make a decision," but that the waiting to decide and to get started "has already cost this area a great many million dollars."

The two planners said that between transit service which would be all buses, and another service which would be a fixed rail line to a central point from which buses would convey passengers to local areas such as, "for instance," a rail line from downtown Los Angeles under Wilshire Blvd. and then north to Chandler Blvd. in North Hollywood "for expansion bus lines," the expense in cost and maintenance would total much more for all buses.

"It would take 14 buses, with wages to 14 bus operators, and all charges for vehicle maintenance to carry the passengers who could be conveyed in one six-car train," Broy said. The economy would be striking, he said, once the rail

trackage and cars were ready.

Tahir added, "And the service would be on a reliable schedule."

The planners said that federal funds can be depended on for a rail line, and that what is now happening in Buffalo, Baltimore, Atlanta and Washington, D.C., is "occurring with less justification than if these services were being installed in Los Angeles."

"But," he said, "Los Angeles did not ask for it. Los Angeles was not offering a definite plan or an accepted program."

The speakers cited engineering analyses which they said show rail and bus service can be rendered for 51 cents per passenger, while an all-bus operation would cost 64 cents. Much of this cost per passenger would be covered by the federal overhead, they said.

Broy said that, based on current studies that are part of the research, California is forecast to have 600,000 more automobiles on the streets, highways and freeways in the next 10 years.

During questions directed at the speakers, Hal Bernson, a City Council candidate, said, "These figures give me

some second thoughts about the opinion that Los Angeles should depend on an all-bus system."

Tahir said the Southern California Rapid Transit District "recommends a rail-bus system, but this is not a final pronouncement, which will come after receipt of the Environmental Impact Report about May, or June, 1979."

Allen Mayfield, chief engineer, traffic, with the California State Transportation Department (Caltrans) told the Valleywide Committee meeting that \$66,000,000 will come into freeway and highway needs around Los Angeles in 1979 and will be used "in concentration" toward completion of missing freeway links.

"But when funds come into use in limits unequal to the total needs," he said, "there will occur a deterioration of things locally." He indicated this probably will slow up the installation of freeway metered on-ramps, and said, "the continual growth of traffic keeps ahead of expectations based on the studies that were made."

JAN 25 1979

Allen's P. C. B Est. 1888

Delay federal funds for Wilshire subway

The federal government is holding up funds needed to begin work on the much touted Los Angeles subway system which would run from downtown to the San Fernando Valley.

This could throw a monkey wrench into plans to begin actual construction by the end of next year, with completion of the 18-mile route by 1986.

The \$1.21 billion subway would speed under Wilshire Boulevard and then follow Fairfax to the Valley.

It was disclosed the Southern California Rapid Transit District will receive considerably less federal funding for the subway project and bus procurement.

Federal authorities have apparently decided to funnel hoped-for funds to other cities.

Although Congress approved a record \$51 billion highway-transit bill, including \$13.6 billion for urban transit alone, most of the legislation's discretionary funding will go to eastern and midwestern cities for ongoing transportation projects.

These urban transit funds are distributed in two ways -- by a formula based on an area's population and by the discretion of the urban mass transportation ad-

In a letter to Jerome C. Premo, executive director of the Los Angeles County Transportation Commission, UMTA's regional director, Dee V. Jacobs, said the discretionary funding situation is "very bleak this year... (and there is) little anticipation of relief in the near future."

Jacobs did not mention the RTD subway program, in the planning stages since November 1977. UMTA had been expected to provide \$20 million for the subway construction.

After attending a meeting with Charles F. Bingham, UMTA's deputy administrator, RTD general manager Jack Gilstrap said he got the impression UMTA is not ready to make a commitment for a rapid transit system for Los Angeles.

Bingham told Los Angeles officials cities with ongoing projects, such as New York, Chicago, Boston and Philadelphia, would be getting a large share of the funding.

However, the Los Angeles Downtown People Mover Project would apparently still be funded by UMTA.

RTD officials were most disturbed by the funding cutback for bus purchases, mainly because the fleet age now averages around 12 years per vehicle. Gilstrap said \$45 million a year was needed from UMTA's \$200 million discretionary fund for bus purchases.

But according to a federal formula for fund distribution, the Los Angeles area should not expect more than \$20 million from the discretionary fund, he said.

JAN 18 1979

Allen's P. C. B Est. 1888

WLA engineer honored

Richard Gallagher of West Los Angeles, RTD Manager and Chief Engineer-Rapid Transit, has been honored by the American Society of Civil Engineers (A.S.C.E.) for his work on the 11-mile Los Angeles-El Monte Express Busway.

Gallagher, who is currently leading the technical work on RTD's proposed downtown-Wilshire-Hollywood-San Fernando Valley 18-mile subway rapid transit system, was

presented the A.S.C.E.'s Frank M. Masters Transportation Engineering Award for 1978 at the organization's recent annual meeting in Chicago. Masters was a widely known builder of some of the country's most notable bridges.

Gallagher was cited for his work on an engineering project which is the "best example of innovative or noteworthy planning, design, or construction of transportation facilities."

The El Monte Busway, which is designed to be converted to rail as future demand warrants, presently carries about 18,000 bus riders a day between downtown Los Angeles and the San Gabriel Valley. It is currently Los Angeles County's only rapid transit facility.

Gallagher originated the overall concept of this busway and assisted in negotiations for the financing and the necessary inter-agency agreements. He was responsible for the design and construction of the on-line stations at El Monte, Cal State Los Angeles and County-USC Medical Center as well as the bridges, railroad viaducts, bus maintenance facilities and parking area associated at the El Monte end of the project.

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Prior to his work with the RTD, he served as director of public works for San Luis Obispo County and the cities of Berkeley and San Diego. Earlier he was involved with his own private consulting practice in civil and traffic engineering. He served in the Civil Engineer Corps of the U.S. Navy in the Pacific during World War II.

Gallagher is a graduate civil engineer from the University of California and attended Yale University on a Sloan Fellowship in transportation.

Los Angeles, California
West L. A. Independent
(Cir. W. 37,100)

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RTD says area 'supportive' of rail transit plan

By Rob Wagner

Despite the lingering question of the feasibility of the Southern California Rapid Transit District's proposed rail transit plan through the "Wilshire corridor," RTD officials say that the general feeling among area residents and businesses generally is "supportive" of a rail transit plan.

According to RTD spokesman Peter Broy, Wilshire and Hollywood area residents basically like the RTD board of directors' recommendation of Alternative II — an 18-mile subway system running along Wilshire Boulevard, north on Fairfax to North Hollywood and out to the San Fernando Valley.

The directors' decision is only a recommendation until the environmental impact report is completed.

Although the Hollywood Chamber of Commerce supports the idea of a rail transit plan, it has indicated that it would oppose Alternative II, favoring Alternative III that would have the rail system run north on Vermont rather than Fairfax. This would give Hollywood five station stops rather than just one (the station stop from Alternative II would be on Las Palmas).

Councilwoman Peggy Stevenson, who initially supported the Vermont route, has requested more buses to run on Vermont in light of the board's deci-

sion to recommend the Fairfax route. She has yet to take a formal position on the RTD's decision.

The chamber has complained earlier that the board's recommendation wouldn't serve Hollywood's best interest.

Initially the RTD board planned to have the Hollywood Bowl have a station stop for the rail line, however, that plan may be dropped.

"Although the Hollywood Bowl is still in the works as a station stop, it may ul-

timately fall out," said Broy.

"There simply would not be enough patronage to have the Hollywood Bowl as a stop." He added that the Bowl has been used as a park-and-ride stop in the past, but it didn't work. Commuters driving through the Cahuenga Pass don't use the Bowl as a stop and continue to drive to their destination.

Perhaps the biggest question that area residents have been asking is how to get commuters to

leave their automobiles at home and use the rail line. RTD, however, doesn't think that patronage will be a problem.

According to Nadeem Tahir, senior planner for RTD, engineering and environmental studies show that the 55-square mile area served by the new rail system proposal accounts for half of the patrons on RTD's entire bus system.

With an expected five per cent growth in the county by 1990, there will be more than 21,000 per-

sons per square mile living along the rail route — one mile either side of the line. This includes the Westlake and Wilshire areas.

Broy noted that buses along the present line or Wilshire Boulevard are loaded to capacity during the work week.

In a meeting with the Hollywood Chamber of Commerce last month, Broy said that Line 83 (Wilshire) is the busiest route with more persons using it than any other line in the county. The

ridership on the route throughout the regional core is very heavy. Between the patronage on this line, plus the cost of maintaining automobile, insurance and the cost of gasoline (especially in light of OPEC's announcement of an oil price hike), commuters soon will be looking for an alternative for transportation.

Although several communities have complained that they are not included in the proposed rail line, there are several points to consider:

1) The RTD board of directors' recommendation is for a "starter line." Voters in 1968 and 1974 defeated ballot measures calling for a citywide rail transit system. City and county officials decided that a "starter line" would be more practical.

2) There are four studies conducted in the county to create an extension for the "starter line." The studies are in the preliminary stages.

3) A "circulatory system" has been considered that would connect Hollywood from the north with Alternative II. This system is also in the preliminary stages.

4) The "Wilshire corridor" is the most traveled area in the state. Therefore, according to RTD, this line would be the most practical area in which to construct a rail system.

WEST LAKE POST

Dec 27
1978

Los Angeles, Calif.
Key
(Cir. W. 21,000)

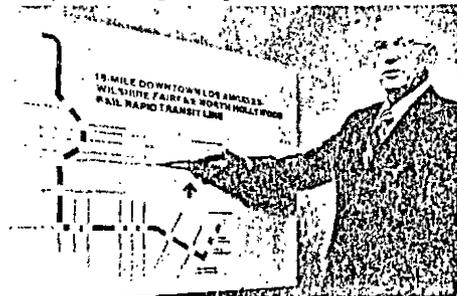
DEC 14 1978

Allen's P. C. B. Est. 1888

R. Gallagher, Rapid Transit Dept. Head, Honored for L.A.-El Monte Express Busway

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RTD EMPLOYEE WINS ENGINEERING AWARD: Richard Gallagher, RTD Manager and Chief Engineer-Rapid Transit, shown here describing RTD's newly proposed downtown-Wilshire-Hollywood-San Fernando Valley 18-mile subway rapid transit system, has been honored by the American Society of Civil Engineers (A.S.C.E.) for his work on the El Monte Busway.

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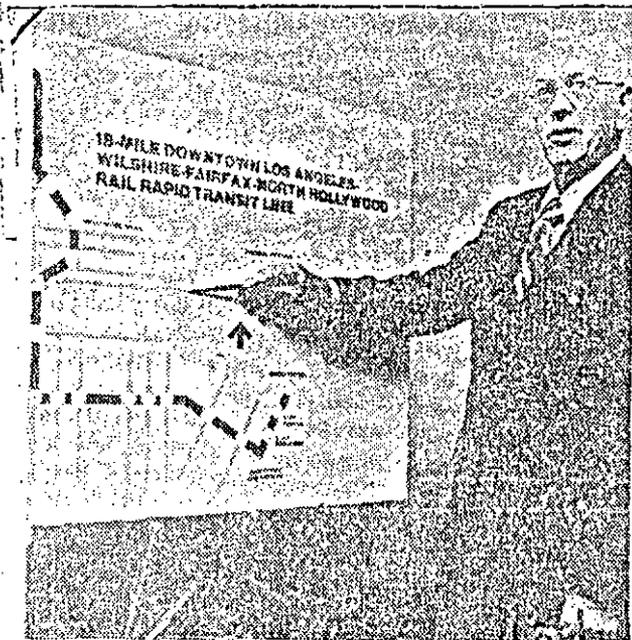
Prior to his work with the RTD, he served as director of public works for San Luis Obispo County and the cities of Berkeley and San Diego. Earlier he was involved with his own private consulting practice in civil traffic engineering. He served in the Civil Engineer Corps of the U.S. Navy in the Pacific in World War II.

Gallagher is a graduate Civil Engineer from the University of California and attended Yale University on a Sloan Fellowship in transportation. He resides in West Los Angeles.

Los Angeles, Calif.
(Los Angeles Co.)
Southwest Wave
(cir. W 37,350)

DEC 14 1978

Allen's P. C. B. Est. 1888



IT'S RIGHT HERE: Richard Gallagher, Rapid Transit District manager and chief engineer, points out the RTD's newly proposed downtown-Wilshire-Hollywood-San Fernando Valley, 18-mile subway rapid transit system. Gallagher was presented an engineering award by the American Society of Civil Engineers for his work on the El Monte Busway.

Los Angeles, CA
(Los Angeles Co.)
Reporter
(Cir. W. 12,000)

DEC 6 1978

Allen's P. C. B. Est. 1888

RAPID TRANSIT PUBLIC MEETINGS SET FOR WILSHIRE, VALLEY

The RTD will be holding two public meetings to discuss rapid transit options in the downtown Los Angeles-Wilshire-Hollywood-San Fernando Valley area in early December.

On Wednesday, Dec. 6 at 7:30 p.m., representatives from the District and the City of Los Angeles will be at the John Burroughs Junior High Auditorium, 600 So. McCadden Pl.

Saint David's Church at 11605 Magnolia Blvd. in North Hollywood will be the site of a 7 p.m. meeting on Tuesday, Dec. 12.

The RTD Board of Directors recently gave preliminary approval to an 18-mile subway rapid transit system in the area.

The plan under consideration is one of several developed by the city and the RTD over the past several months. It and the other options will be discussed at the public meetings. Comments from the public are encouraged.

An extensive environmental process and community involvement procedure, of which the two meetings are a part, will culminate in a formal public hearing next spring.

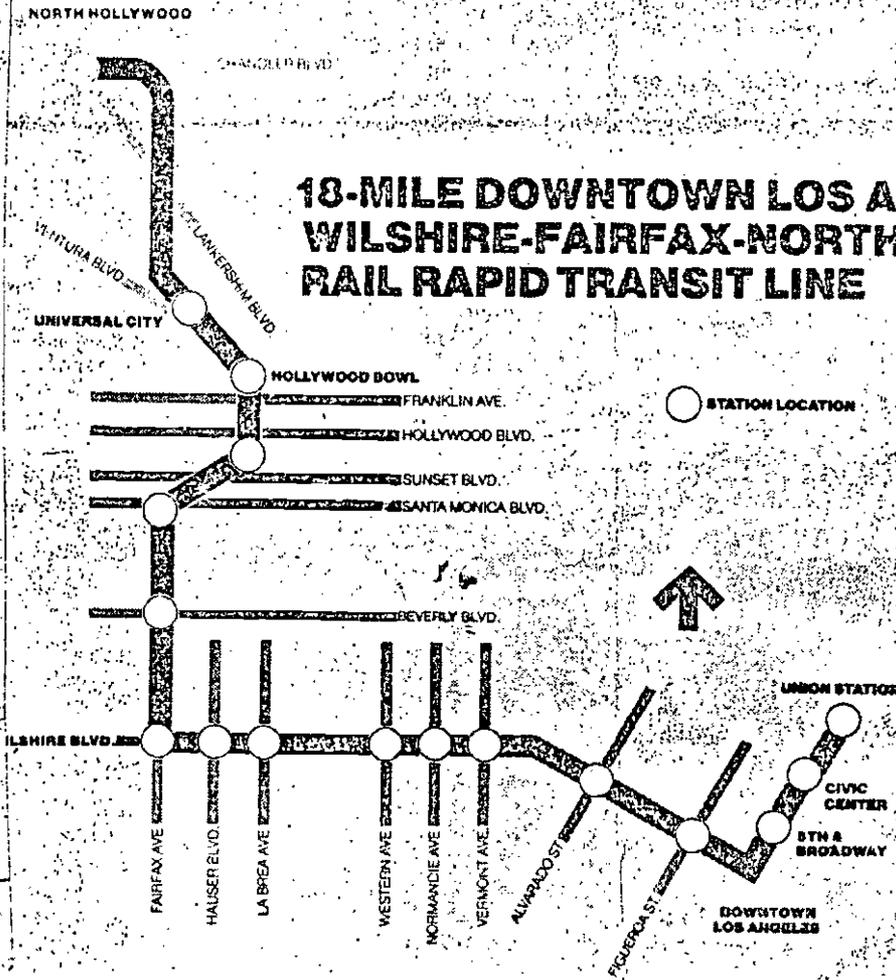
With agreement by all concerned, plans call for beginning construction of a rapid transit system by 1981 and some service beginning by 1986 or 1987.

For more information on the meetings, contact Lou Collier at 972-6456 or Peter Brody at 972-6347.

USE REPORTER ADS

RAPID TRANSIT MEETINGS

18-MILE DOWNTOWN LOS ANGELES-WILSHIRE-FAIRFAX-NORTH HOLLYWOOD RAIL RAPID TRANSIT LINE



RTD's proposed 18-mile subway system connecting downtown Los Angeles with the San Fernando Valley via

Wilshire and Hollywood will be discussed in two December public meetings.

Northridge, Calif.
Northridger
(Cir.W.15,000)

DEC 7 1978

Allen's P. C. B Est. 1888

TUESDAY, DEC. 12

RTD Discussions on rapid transit options in downtown
Los Angeles - Wilshire-Hollywood-San Fernando Valley
area at 7 pm, St. David's Church, 11605 Magnolia Blvd.
in North Hollywood.

Open orientation meeting for Big Brothers, 6:30 pm,
6441 Coldwater Canyon Ave., North Hollywood.

Talent audition, 6:30 pm, Bob Hope USO Club, 1641
Ivar Ave., Hollywood. Phone 462-0747.

Tujunga, Calif.
(Los Angeles Co.)
Record Ledger
(Cir. 2xW, 42,168)

DEC 7 1978

Allen's P. C. B. Est. 1888

Rapid Transit Public Meetings Scheduled

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For more information on the meetings, contact Lou Collier at 972-6347.

DEC 6 1978

Allen's P. C. B. Est. 1888

Two public meetings

RTD to discuss proposed rail plan

By Rob Wagner

The Southern California Rapid Transit District has scheduled two public meetings to discuss the rapid transit options in the downtown Los Angeles - Wilshire - Hollywood - San Fernando Valley area.

First will be Wednesday, Dec. 6, at the John Burroughs Junior High Auditorium, 600 S. McCadden Place at 7:30 p.m. A second meeting is slated for Tuesday, Dec. 12 at Saint David's Church, 11605 Magnolia Blvd. at 7 p.m.

The meetings will allow area residents to consider the proposed rail transit plan that the RTD board of directors approved last October. The board endorsed Alternative II that would have an 18-mile subway rapid transit system operating in the area.

Despite the endorsement by the board, the rail plan has come under fire from the Hollywood Chamber of Commerce and many area residents. Alternative II would run from the downtown area, along Wilshire Boulevard, north on Fairfax, then through Universal City, North Hollywood and the San Fernando Valley. The plan will have 16 station stops with only one stop in Hollywood.

The chamber, however,

plans to take a formal position within a month to oppose this route, calling for Alternative III, that would operate a 15-mile line from the Civic Center through the Wilshire - Vermont - Hollywood - North Hollywood area. This alternative would give Hollywood six stops.

Although the chamber has the option to oppose such a plan, there is very little the chamber can do, according to an RTD spokesman. He did note, however, that RTD will work with area residents and the chamber to work out a solution. He added that RTD may use a circulatory system that would connect Hollywood from the north with Alternative II. This plan is in preliminary stages.

"The Wilshire corridor is perhaps the most traveled area in the state, and this is primarily the reason the board approved that alternative," said Lou Collier of the City Planning Department.

"Unfortunately we can't please all communities ... we have several communities complaining that they are not included in the plan."

Collier added that a rail plan has to start somewhere, and the Wilshire corridor is the most practical spot.

Although only 25 per cent of the voters approved the RTD proposal in the Nov. 7 election, Collier noted that the two rail plans on the ballot received more votes than the present bus system.

"Personally, I'm not surprised that the RTD proposed plan failed, but the voters did show that people were in favor of a rail plan," commented Collier.

"I can understand Hollywood's position. In 1974 we lost a rapid transit measure by a large majority — especially in the San Gabriel Valley — because they were not directly involved in that plan, and they did not want promises that may take 30 years to start."

DEC 6 1978

Allen's P. C. B. Est. 1888

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(Continued on Page 15)

Plan discussion scheduled

(Continued from Page 1)

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Dec 10 1978

Toluca Lake, Calif.
(Los Angeles Co.)
Tolucan & Magnolian
(Cir. W. 13,860)

DEC 6 1978

Allen's P. C. B. Est. 1888

Rapid Transit Public Meetings Scheduled

1139
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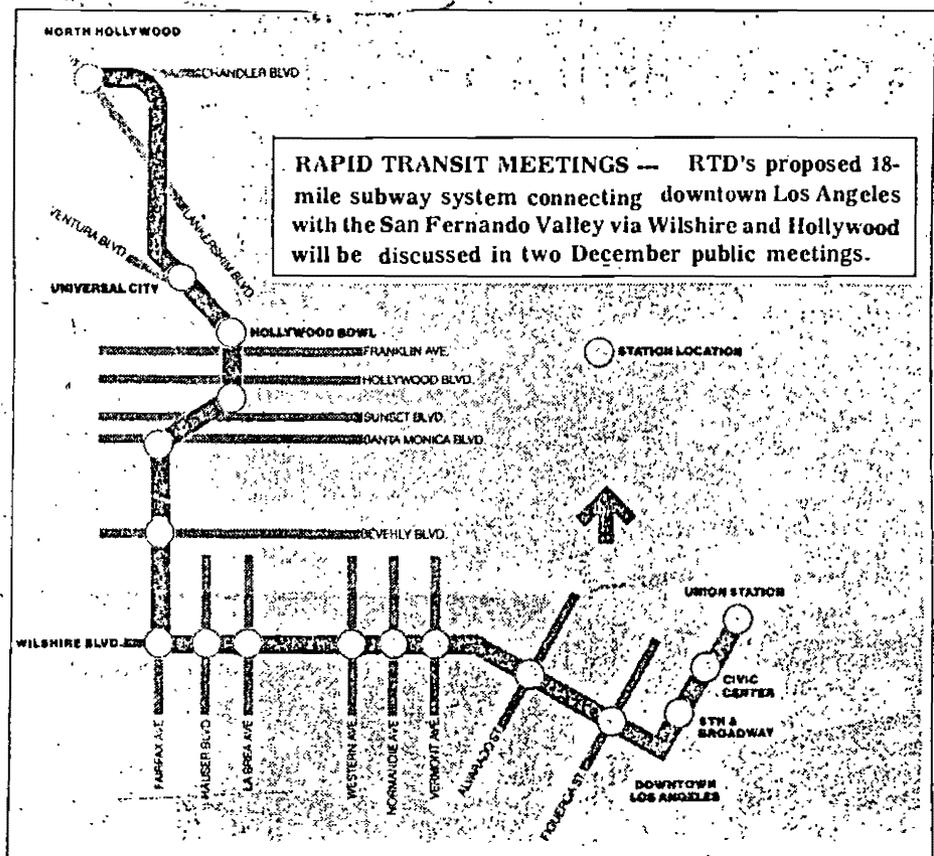
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(Continued on page 4)

community involvement procedure, of which the two meetings are a part, will culminate in a formal public hearing next spring.

With agreement by all concerned, plans call for beginning construction of a rapid transit system by 1981 and some service beginning by 1986 or 1987.

For more information on the meetings, contact Lou Collier at 972-6347.



Los Angeles, CA
(Los Angeles Co.)
Enterprise
(Cir. W. 5,061)

DEC 1 1978

Allen's P. C. B. Est. 1888
Mobility Theme for P&T Committee

1139
Four priority goals were indicated by Chairman David D. Grayson at a recent meeting of Central City Association's Parking and Traffic Committee.

Grayson, Manager of the Automobile Club of Southern California's Highway Engineering Department, declared:

"Mobility in Central City — and getting to and from it — is our primary area of responsibility.

"Of course we monitor many aspects of transportation, but we don't have the leadership role in them.

Noting that he, personally, had a list of 16 additional subjects to discuss, the four priority concerns he listed were:

— The four-element transportation plan/Regional Core Transit Plan; Freeway Transit Project; Transportation Systems Management Program, and the Downtown People Mover).

— Continuation of downtown Minibus service.

— Keeping alive discussion of second-level "pedways" or routes for pedestrian to use downtown.

— Monitoring to make sure the present downtown bus service remains as good as it is.

All will have an impact on Central City's mobility he noted.

Grayson mentioned parking meter rates, parking funds and intersection control as examples of subjects obviously the direct concern of the Parking and Traffic Committee.

Appearing before the Committee was Richard Gallagher, Manager and Chief Engineer of the Rapid Transit Department of Southern California Rapid Transit District. He gave a point by point analysis of the cost and ef-

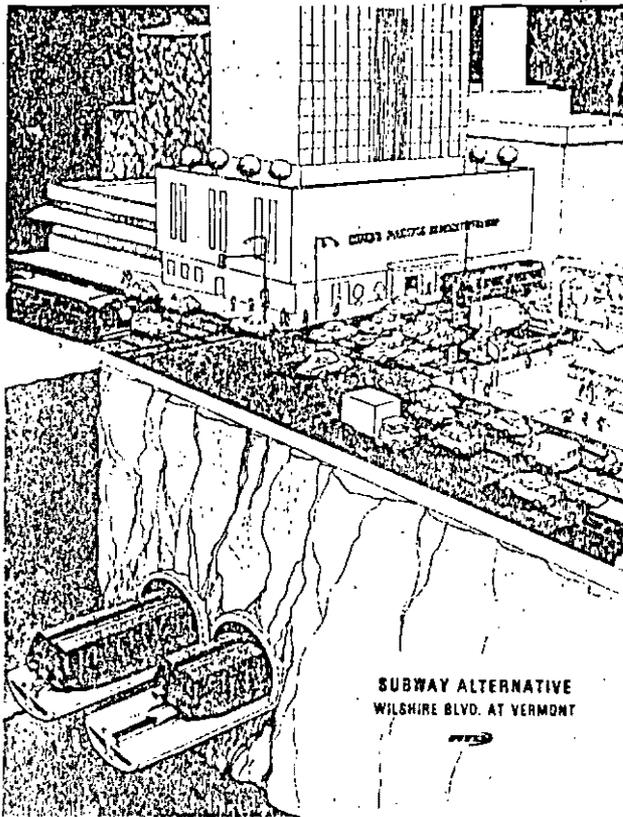


DAVID W. GRAYSON

ficiency potential of all regional core transit alternatives considered, including the 16-mile subway/rail rapid transit/bus system route approved by SCRTD's Board of Directors — linking downtown Los Angeles with North Hollywood. Completion is hoped for in 1986.

Gallagher urged CCA committee members to do their own evaluating and stressed the importance of attendance at public hearings on the project and resolutions by groups such as CCA. Hearings will be held early in February, he said.

Grayson thanked RTD for the presentation, noting that some of the CCA suggestions made at earlier presentations of the project had been incorporated into the present suggested plan.



Cut-away rendering shows subway beneath Wilshire Blvd in proposed 18-mile Los Angeles rapid transit system. Intersection of Wilshire and Vermont in a busy shopping area provides an important bus/rail transfer. Westbound trains turn on Fairfax to North Hollywood.

L.A. to Get Transit

An 18-mile rail rapid transit system will run between downtown Los Angeles and the San Fernando Valley via Wilshire Blvd and Hollywood. No tax increase or new tax would be required to finance the estimated \$1.21 billion system, according to Marvin L. Holen, Southern California Rapid Transit District (RTD) president.

The system, entirely in

subway, will connect Union Station and North Hollywood via a route through downtown Los Angeles, under Wilshire Blvd. and Fairfax Ave., crossing Santa Monica, Sunset, and Hollywood blvds. Approximately 120 cars will be purchased. Each car will seat 75 with room for 90 standees.

The preliminary decision by the RTD board follows discussion of 11 transit alternatives, consisting of both rail/bus and all bus solutions for the congestion-filled area it was determined that operating losses would be minimized with the rail/bus system selected.

Next step is the circulation of a draft environmental impact on the 11 alternatives. The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve final determination on a specific project until the environmental process is complete. This is expected by next March.

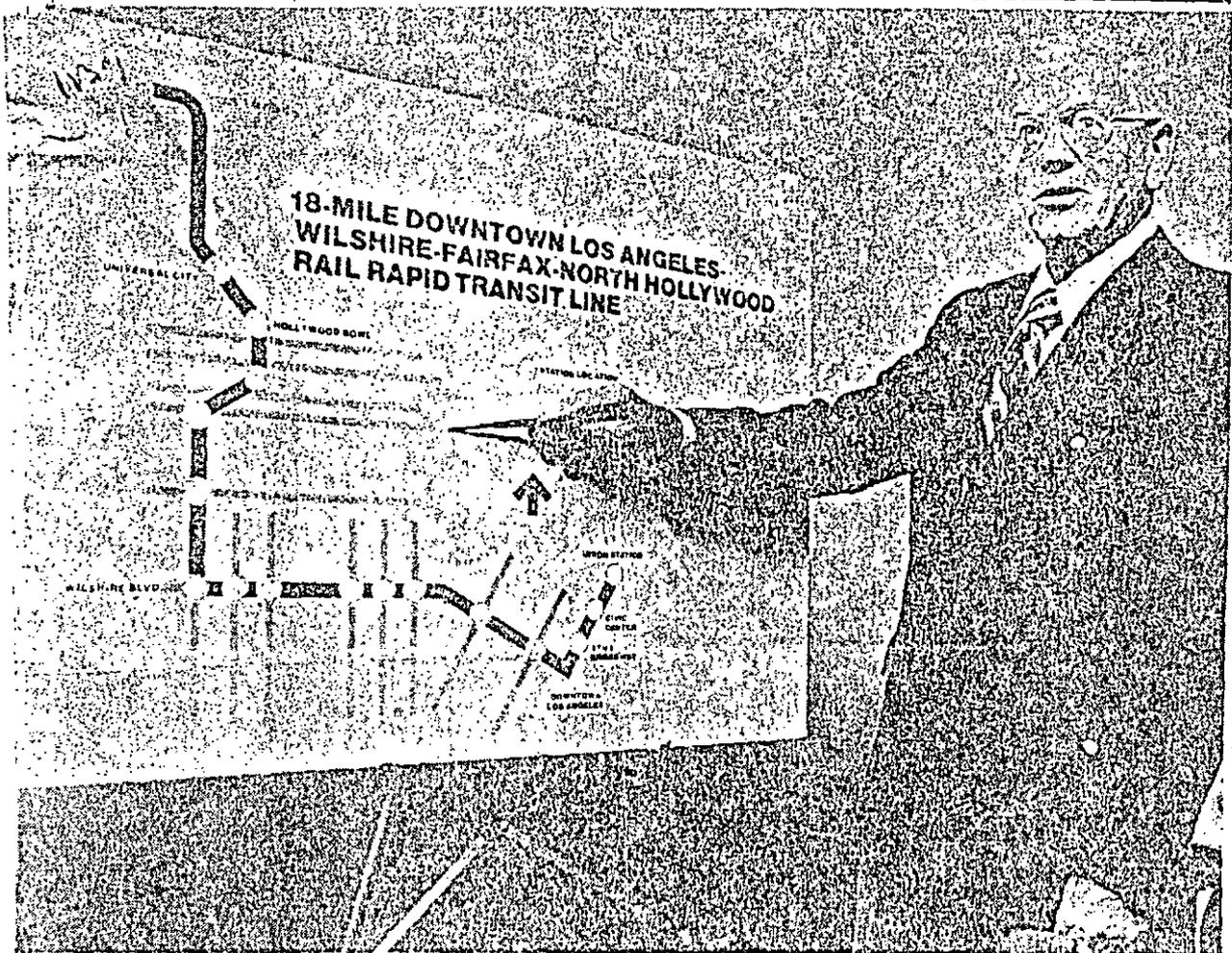
Funding sources are 80 percent UMTA, State of California, 10 percent, and local sources, 10 percent.

Los Angeles, Calif.
Wilshire Press
(Cir. W. 42,500)

RECEIVED LATE

NOV 29 1978

Allen's P. C. B. Est. 1888



RTD EMPLOYEE WINS ENGINEERING AWARD — Richard Gallagher, RTD manager and chief engineer-Rapid Transit, is shown here describing RTD's newly proposed downtown-Wilshire-Hollywood-San Fernando Valley 18-mile subway rapid transit system. He has been awarded a transportation engineering award by

the American Society of Civil Engineers (A.S.C.E.) for his work on the El Monte Busway. Gallagher was cited for his work on an engineering project which is the "best example of innovative or noteworthy planning, design, or construction of transportation facilities."

Artesia, Calif.
(Los Angeles Co.)
The Community Advocate
(Serv: Cerritos-Artesia)
(Cir. W. 18,395)

NOV 29 1978

Allen's P. C. B. Est. 1888

Express busway engineer gets honor for his work

Richard Gallagher, RTD manager and chief engineer of rapid transit, has been honored by the American Society of Civil Engineers for his work on the 11-mile Los Angeles-El Monte Express Busway.

Gallagher, who is currently leading the technical work on RTD's proposed downtown-Wilshire-Hollywood-San Fernando Valley 18-mile subway rapid transit system, was presented the society's Frank M. Masters Transportation Engineering Award for 1978 at the organization's recent annual meeting in Chicago.

Masters was a widely

known builder of some of the country's most notable bridges.

Gallagher was cited for his work on an engineering project which is the "best example of innovative or noteworthy planning, design, or construction of transportation facilities."

The El Monte Busway, which is designed to be converted to rail as future demand warrants, presently carries around 18,000 bus riders a day between downtown Los Angeles and the San Gabriel Valley.

Gallagher originated the overall concept of this busway and assisted in negotiations.

Los Angeles, Calif.
Wilshire Press
(Cir. W. 42,500)

NOV 15 1978

Allen's P. C. B. Est. 1888

Who knows best?

1139
It was only last month that the Southern California Rapid Transit District reaffirmed a longtime belief by recommending a "starter" line for its projected system — a rail line tunneling through the Wilshire District and surfacing around Fairfax Avenue to travel through Hollywood and the Cahuenga Pass to the valley. Then, last week, the voters were asked to name their choice of three routes — and the RTD favorite came in last!

OCT 26 1978

RTD Board Backs Rapid Transit Plan

The RTD Board of Directors gave preliminary endorsement last week to an 18-mile rail rapid transit system between downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood.

No tax increase or new tax would be required to finance the estimated \$1.21-billion system, according to Marvin L. Holen, RTD president.

The system, entirely in subway, would connect Union Station and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of Cahuenga Pass, and terminating at Lakerish and Chandler Boulevards.

The preliminary decision by the RTD board followed discussion of 11 transit

alternatives consisting of both rail/bus and all bus solutions for the congestion-filled area. A draft environmental impact report on the 11 alternatives will now be circulated.

The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve final determination on a specific project until the environmental process is complete, which should be by next February or March.

Local agencies, including the Los Angeles County Transportation Commission, will also be asked for their approval. With local consensus and the cooperation of all concerned, construction could start as early as 1980 or 1981.

The rail rapid transit line

could be in operation by 1986 or 1987. The system would reduce travel time between downtown and Fairfax from today's 30-35 minutes to 10 minutes; the Valley-downtown trip currently taking 35-40 minutes would take only 23 minutes.

"Construction disruption would be at a minimum," Holen said. "Unlike those systems built in Washington and San Francisco which had very obvious construction problems, we would be using a system of tunnel construction that would go almost unnoticed by area residents and businesses."

Holen explained that other cities have used what is called the "cut and cover" method of tunneling — a hole is dug, the concrete tunnel is placed, and the gap in the earth is then covered up.

"This technique means street closings, congestion, dust, and other problems," Holen said. "But we will be using the 'deep bore' method, doing the majority of our work 60 to 150 feet below the street."

(Continued on page 4)

The federal government would be expected to fund 80 per cent (\$968 million) of the project; the percentage it is now funding for new rapid transit systems in Atlanta, Buffalo, Miami, and Baltimore and for system extensions in other cities.

Ten per cent of the cost (\$121 million) can be obtained from state gasoline tax revenues, as authorized by over 60 per cent of the County's voters in June of 1974. The remaining \$121 million would be raised locally, mostly through

equipment trust certificates issued by local lending institutions.

"This is a practical, realistic transit proposal that should meet with approval by all segments of the community and one that serves the area which most needs and uses transit," Holen continued. "It is also the first rapid transit plan for Los Angeles that does not involve a ballot measure calling for a tax increase, and one that could be readily expanded to serve other areas in the future."

OCT 26 1978

Allen's P. C. B. Est. 1888

RTD Board Backs Rapid Transit Plan

The RTD Board of Directors gave preliminary endorsement October 12 to an 18-mile rail rapid transit system between downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood. No tax increase or new tax should be required to finance the estimated \$1.21 billion system, according to Marvin L. Holen, RTD president.

The system, entirely in subway, would connect Union Station and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of Cahuenga Pass, and terminating at Lankershim and Chandler Boulevards.

The preliminary decision by the RTD board followed discussion of 11 transit alternatives consisting of both rail/bus and all bus solutions for the congestion-filled area. A draft environmental impact report on the 11 alternatives will now be circulated. The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve final determination on a specific project until the

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Local agencies, including the Los Angeles County Transportation Commission, will also be asked for their approval. With local consensus and the cooperation of all concerned, construction could start as early as 1980 or 1981.

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tunneling—a hole is dug, the concrete tunnel is placed, and the gap in the earth is then covered up.

"This technique means street closings, congestion, dust, and other problems," Holen said. "But we will be using the 'Deep bore'

method, doing the majority of our work 60 to 150 feet below the street."

Holen said the only signs people would see at a street level that a subway was being constructed would be

the approximate one half- to one-mile intervals where stations were being built.

"Construction of a station site would cause about the same disruption as erecting a corner office building," Holen stated.

The federal government would be expected to fund 80 percent (\$968 million) of the project, the percentage it is now funding for new rapid transit systems in Atlanta, Buffalo, Miami, and Baltimore and for system extensions in other cities.

Ten percent of the cost (\$121 million) can be obtained from state gasoline tax revenues, as authorized by over 60 percent of the County's voters in June of 1974. The remaining \$121 million would be raised locally, mostly through equipment trust certificates issued by local lending institutions.

The transit plan recommended by the RTD board is from 11 alternatives.

No Tax Increase

RTD Board Backs Rapid Transit Plan

The RTD Board of Directors gave preliminary endorsement last week to an 18-mile rail rapid transit system between downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood.

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The system, entirely in subway, would connect Union Station and North Hollywood via a route through Wilshire Boulevard, Fairfax Avenue, the vicinity of Cahuenga Pass, and terminating at Laker Shim and Chandler Boulevards.

The preliminary decision

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(Continued on page 30)

Toluca Lake, Calif.
(Los Angeles Co.)
Tolucan & Magnolian
(Cir. W. 13,860)

OCT 25 1978

Allen's P. C. B. Est. 1888

Other cities have used what is called the "cut and cover" method of tunneling — a hole is dug, the concrete tunnel is placed, and the gap in the earth is then covered up.

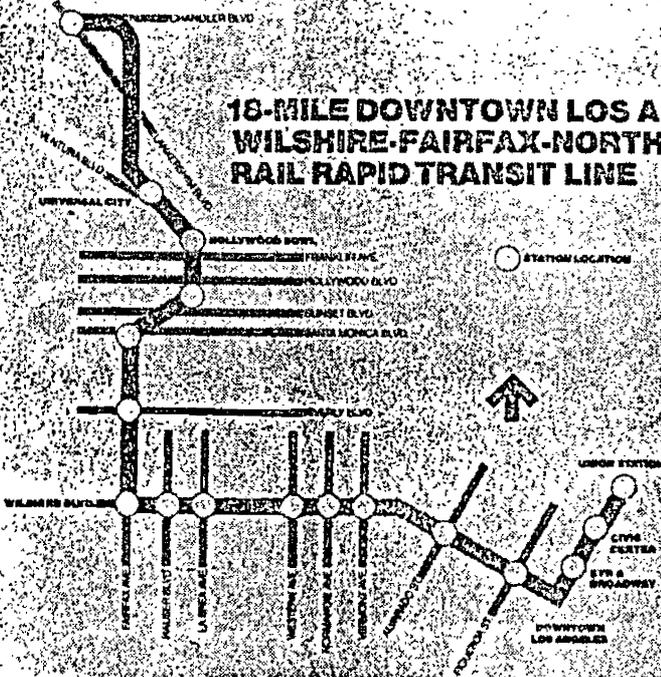
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"This is a practical, realistic transit proposal that should meet with approval by all segments of the community and one that serves the area which most needs and uses transit," Holen continued. "It is also the first rapid transit plan for Los Angeles that does not involve a ballot measure calling for a tax increase, and one that could be readily expanded to serve other areas in the future."

18-MILE DOWNTOWN LOS ANGELES- WILSHIRE-FAIRFAX-NORTH HOLLYWOOD RAIL RAPID TRANSIT LINE



RTD'S BOARD of Directors backed an 18-mile rail rapid transit system recently which would minimize commuting time between downtown Los Angeles and the San Fernando Valley. The route would go via Wilshire Boulevard and Hollywood.

Los Angeles, Calif.
Wilshire Press
(Cir. W. 42,500)

OCT 25 1978

Allen's P. C. B. Est. 1888

Rapid transit meeting set

Details on the proposed rapid transit "starter line" from downtown through Westlake-Wilshire-Hollywood to the San Fernando Valley will be presented in a public meeting planned for 7:30 p.m., Wednesday, Nov. 1, at the Bob Hope USO, 1641 Ivar Ave.

The meeting will feature a 20-minute slide show showing the final results of a City Planning Department-Southern California Rapid Transit District (RTD) study of 11 alternative routes and styles of transit lines, according to a Planning Department spokesman.

Included in the slide show, and in material which will be handed out to persons attending the meeting, will be details on the routes' projected patronage, costs and environmental effects.

Also to be discussed will be projected locations of stations along the 18-mile subway route.

The system is expected

to cost \$1.21 billion, with 80 per cent of costs paid by federal funds, 10 per cent by the state (from gas tax funds) and 10 per cent by local agencies, with RTD officials claiming that no new taxes would be needed to finance the system.

Construction on the underground rail could begin as early as 1980, with operation beginning by 1986 or 1987.

The route has been recommended by the RTD board of directors in an 8-2 vote earlier this month.

It is estimated that 642,000 passengers a day would use the system by 1990.

Stations for the new route are proposed to be at Union Station, Civic Center, Fifth and Broadway, Wilshire and Alvarado, Wilshire and Vermont, Wilshire and Normandie, Wilshire and Western, Wilshire and La Brea, Wilshire and Hauser, Wilshire and Fairfax, Beverly and Fairfax, Santa Monica and Fairfax, Selma and Las Palmas, Hollywood Bowl, Universal City and Lankershim and Chandler.

Estimated travel time on the system from North Hollywood to downtown is 23 minutes.

Board votes 8-2

RTD okays plan for subway

By Rob Wagner
Southern California Rapid Transit District board of directors voted last Thursday to approve the proposed subway rail plan that would take an estimated 642,000 passengers daily through the Westlake-Wilshire-Hollywood areas to North Hollywood.

The 18-mile rail plan would cause no tax increase or new taxes to county taxpayers for the \$1.21 billion system, according to Marvin L. Holen, RTD president.

The subway system would connect Union Station with North Hollywood and the San Fernando Valley through lines 100 to 200 feet below Wilshire Boulevard. The directors voted in a 8-2 decision with one member abstaining.

With construction beginning as early as 1980, Holen pointed out: "Construction disruption would be at a minimum. We would be using a system of tunnel construction that would go almost unnoticed by area residents and businesses."

He noted that similar systems in Washington and San Francisco had many construction problems us-

ing the "cut and cover" system. Through this system a hole is dug, the concrete tunnel placed and then the gap in earth is filled.

"This technique means street closing, congestion, dust and other problems; however, we will be using the 'deep bore' method, doing the majority of our work 60 to 150 feet below the street."

The federal government would provide an estimated \$968 million, while the state would provide 10 per cent of the cost, a revised estimate of \$121 million. Gasoline tax revenues would pay for the cost. County taxpayers authorized the measure in June, 1974.

Engineering and environmental studies, according to Nadeem Tahir, senior planner for RTD, show that the 55-square mile area served by the new rail system proposal, accounts for half of the patrons on RTD's entire bus system.

Although there is only an expected five per cent growth in the Los Angeles area by 1990, the Westlake area, a part of the rail plan, has 21,000 persons per square mile, with the "regional core" area close to 11,500 persons per square mile, one mile either side of the rail line.

The annual operating cost for the rail system would reach \$99 million, operating at a \$5 million deficit by 1990. The present bus system would operate at \$46 million by 1990.

Los Angeles, Calif.
Wilshire Press
(Cir. W. 42,500)

OCT 18 1978

Allen's P. C. B. Est. 1888

Stations for the new route would include Union Station, Civic Center, Fifth and Broadway, Seventh and Flower, along Wilshire at Alvarado, Vermont, Normandie, Western, La Brea, Hauser and Fairfax, Beverly and Fairfax, Santa Monica and Fairfax, Selma and Las Palmas, Hollywood Bowl, Universal City, Lankershim and Chandler.

Operating 24 hours, seven days a week, passengers could reach downtown from North Hollywood in 23 minutes. Wilshire Boulevard to the downtown area could be reached in 10 minutes, with the North Hollywood area to Wilshire Boulevard in 13 minutes.

MORE -

Plan Wilshire subway-

Continued from page 1

The federal government would be expected to fund 80 per cent (\$968 million) of the project, as erecting a corner office building," Holen stated.

the percentage it is now funding for new rapid transit systems in Atlanta, Buffalo, Miami, and Baltimore and for system extensions in

other cities. Ten percent of the cost (\$121 million) can be obtained from state gasoline tax revenues, as authorized by over 60 per cent of the county's voters in June of 1974. The remaining \$121 million would be raised locally, mostly through equipment trust certificates issued by local lending institutions.

"This is a practical realistic transit proposal that should meet with approval by all segments of the community and one that serves the area which most needs and uses transit," Holen continued.

"It is also the first rapid transit plan for Los Angeles that does not involve a ballot meas-

ure calling for a tax increase, and one that could be readily expanded to serve other areas in the future."

Holen noted that of RTD's service area of 2,200 square miles, the ridership in the 55-square mile area served by the new transit proposal, the so-called "regional core," accounts for about half

of the passengers on RTD's entire bus system.

According to verified estimates, by 1990 the daily ridership in the regional core area would increase to 642,000 with 275,000 of them using the rapid transit system.

The equipment for the system in rush hour would consist of six-car trains with 75 seats.

End

Torrance, Calif.
(Los Angeles Co.)
The Daily Breeze
(Cir. D. 76,289)
(Cir. Sun. 89,820)

OCT 18 1978

Allen's P. C. B. Est. 1888

RTD engineers will speak tonight

"Rapid Transit Alternatives in Los Angeles" will be the topic of discussion at a dinner meeting of the Los Angeles Section of the American Society of Mechanical Engineers today at the Los Angeles Air Force Station Officers' Club.

Richard Gallagher, manager and chief engineer, and Donald Gardner, senior electrical engineer, both of RTD, will discuss 11 alternative transit solutions for the Los Angeles metropolitan area, including advanced rail systems and innovative bus systems.

The audience will have a chance to express its views on the subject to aid RTD in selecting the best solution.

Dinner will begin at 7 p.m., no host bar at 6, with the program following at 8.

A.S.M.E. members and visitors will be charged \$5 at the door, with student members free, courtesy of the Los Angeles Section.

The L.A.A.F.S. Officers' Club is located at 2400 E. El Segundo Blvd. in El Segundo. Reservations are required.

Tujunga, Calif.
(Los Angeles Co.)
THE SCENE
(Serving: Burbank)

OCT 18 1978

Allen's P. C. B. Est. 1888

The ¹¹³⁹ Council Scene

Byron E. Cooke

RAPID TRANSIT FOR LOS ANGELES

Rapid transit for Los Angeles — will we see it in our lifetime? For the first time in my six years as a board member of the Southern California Rapid Transit District, I think the answer might be "yes."

As most of you know, my colleagues and I at the RTD voted last week to authorize going ahead with an 18-mile, \$1.2 billion subway line between downtown Los Angeles and the San Fernando Valley underneath Wilshire and Fairfax and below Cahuenga Pass into North Hollywood.

Your reaction might be "We've heard that one before." But there is one thing you haven't heard that I'm pleased to pass along: this time you won't be asked to increase your sales tax, or any other tax, to support building the system.

I'm pleased that residents of Burbank will be able, at least in part, to benefit from the system. As envisioned by RTD planners, the northern terminus will be at Lankershim and Chandler, just a few blocks west of the city limits. From here, according to the figures, it will be just 13 minutes to Wilshire and Fairfax, just 23 minutes into downtown Los Angeles.

The decision by the RTD board to move forward on this plan followed discussion of 11 transit alternatives consisting of both rail/bus and all bus solutions for the congestion-filled area.

I will caution you, however, that it's not necessary to rush right out and buy your "subway pass" — a lengthy environmental impact process must now be completed.

A draft environmental impact report on the 11 alternatives will now be circulated. The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve final determination on a specific project until the environmental process is complete, which should be by next February or March.

With the cooperation of all concerned, construction could start as early as 1980 or 1981. We'd be able to start riding by late 1986 or early 1987.

In addition to the good news about no tax increase being involved, which is music to all of our ears in this post-Prop 13 period, I'm also pleased to advise that construction disruption would be almost nil during the six-year building period.

Unlike San Francisco, where a method of tunneling was used that caused closure of streets, congestion, dust, and other assorted difficulties, we'd be using what is called "deep bore" tunneling. This involves digging 60 to 150 feet below the surface, only surfacing at station sites (every half mile to mile). And disruption at these sites, the planners tell me, is no more than for erecting a corner office building.

About the financing: the District expects to get \$968 million from Washington. I think this is a realistic goal, since Washington has doled out many millions of dollars to areas with populations much lower than that of greater Los Angeles, including Atlanta, Buffalo, Miami, and Baltimore. And the population and job density along the area to be served is the highest on the West Coast, and among the highest in the nation, right up with New York and Chicago.

Ten percent of the cost, or \$121 million, is available from state gasoline tax revenues, which the County's voters, by a 60 percent count, authorized in June 1974. The remaining \$121 million is expected to be raised by such techniques as use of equipment trust certificates issued by local lending institutions — not, as I mentioned, by a tax increase or new tax.

With our El Monte-Los Angeles busway in place, announcement of the subway plans, and plans for a transitway on the Harbor and Century Freeways in hand, I am encouraged that at least we are on our way to rapid transit in Los Angeles.

Wilshire-Fairfax

subway Plan

Los Angeles, Calif.
Park La Brea News
(Cir. W. 4,584)

OCT 19 1978

Allen's P. C. B. Est. 1888

The proposed 18-mile subway line between downtown Los Angeles and the San Fernando Valley couldn't be more convenient for Parklabreans.

The \$1.21 billion rail transit system, given preliminary approval by directors of the RTD, would shuttle commuters from Union Station beneath Wilshire Boulevard and Fairfax Avenue to the Valley.

Actual construction could begin by the end of 1980 and the subway would be completed by 1986.

Eighty per cent of its cost would be paid with federal funds, with no new taxes, according to RTD president Marvin L. Holen.

The route was chosen because of its potentially heavy ridership, revenues and other factors, explained Holen.

"This is a sensible plan and it's economically feasible. The people of Los Angeles are ready for a rail line like this," he said.

The preliminary decision by the RTD board followed discussion of 11 transit alternatives consisting of both rail/bus and all bus solutions for the congestion-filled area.

minimum," Holen said. "Unlike those systems built in Washington and San Francisco which had very obvious construction problems, we would be using a system of tunnel construction that would go almost unnoticed by area residents and businesses."

Holen explained that other cities have used what is called the "cut and cover" method of tunneling — a hole is dug, the concrete tunnel is placed, and the gap in the earth is then covered up.

"This technique means street closings, congestion, dust, and other problems," Holen said. "But we will be using the 'deep bore' method, doing the majority of our work 60 to 150 feet below the street."

Holen said the only signs people would see at street level that a subway was being constructed would be at the approximate one-half-to-one-mile intervals where stations were being built.

"Construction of a station site would cause about the same disruption

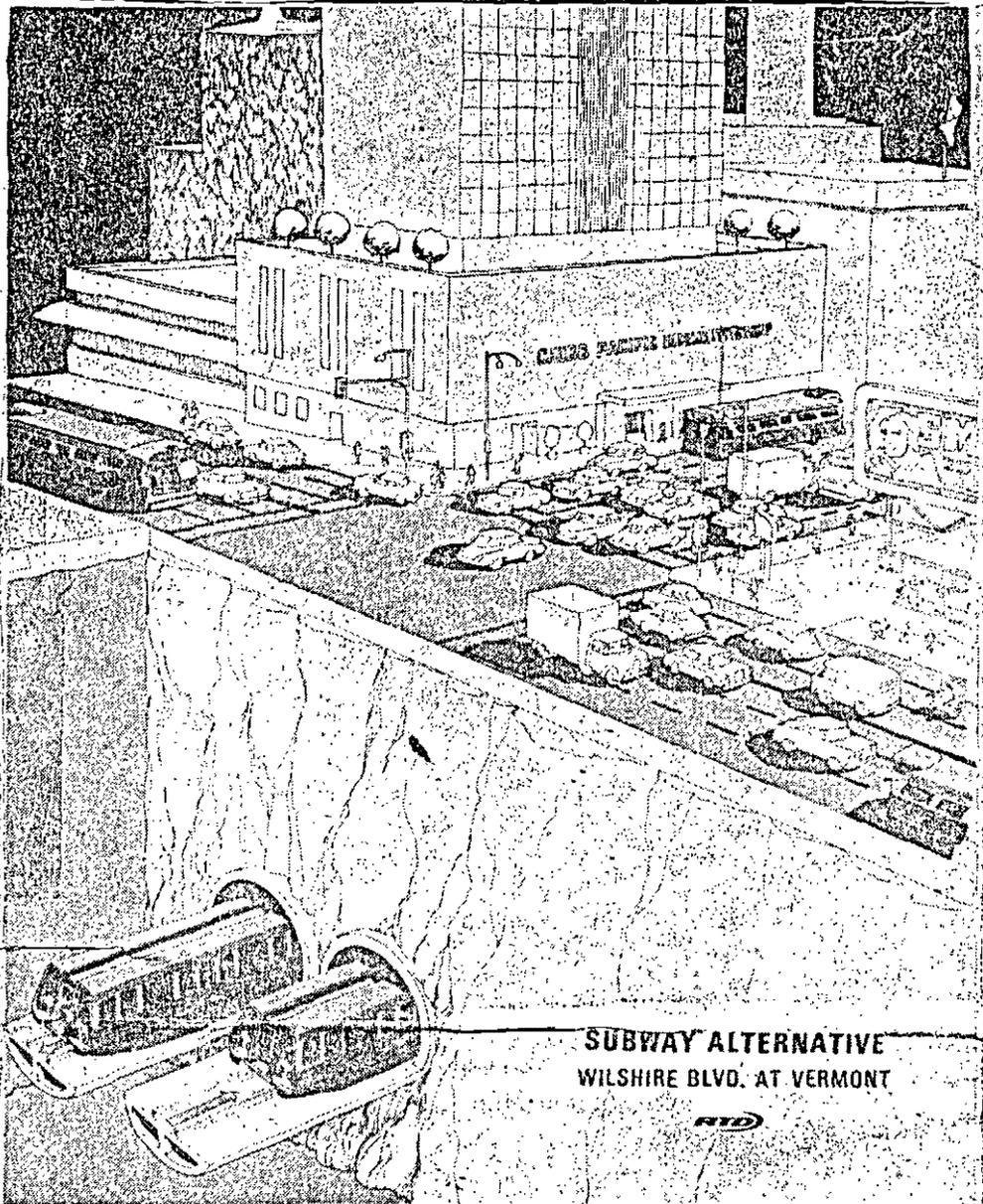
(Continued on page 8)

A draft environmental impact report on the 11 alternatives will now be circulated. The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve final determination on a specific project until the environmental process is complete, which should be by next February or March.

The system would reduce travel time between downtown and Parklabrea from today's 30-35 minutes to 10 minutes; the Valley-downtown trip currently taking 35-40 minutes would take only 23 minutes.

"Construction disruption would be at a

more

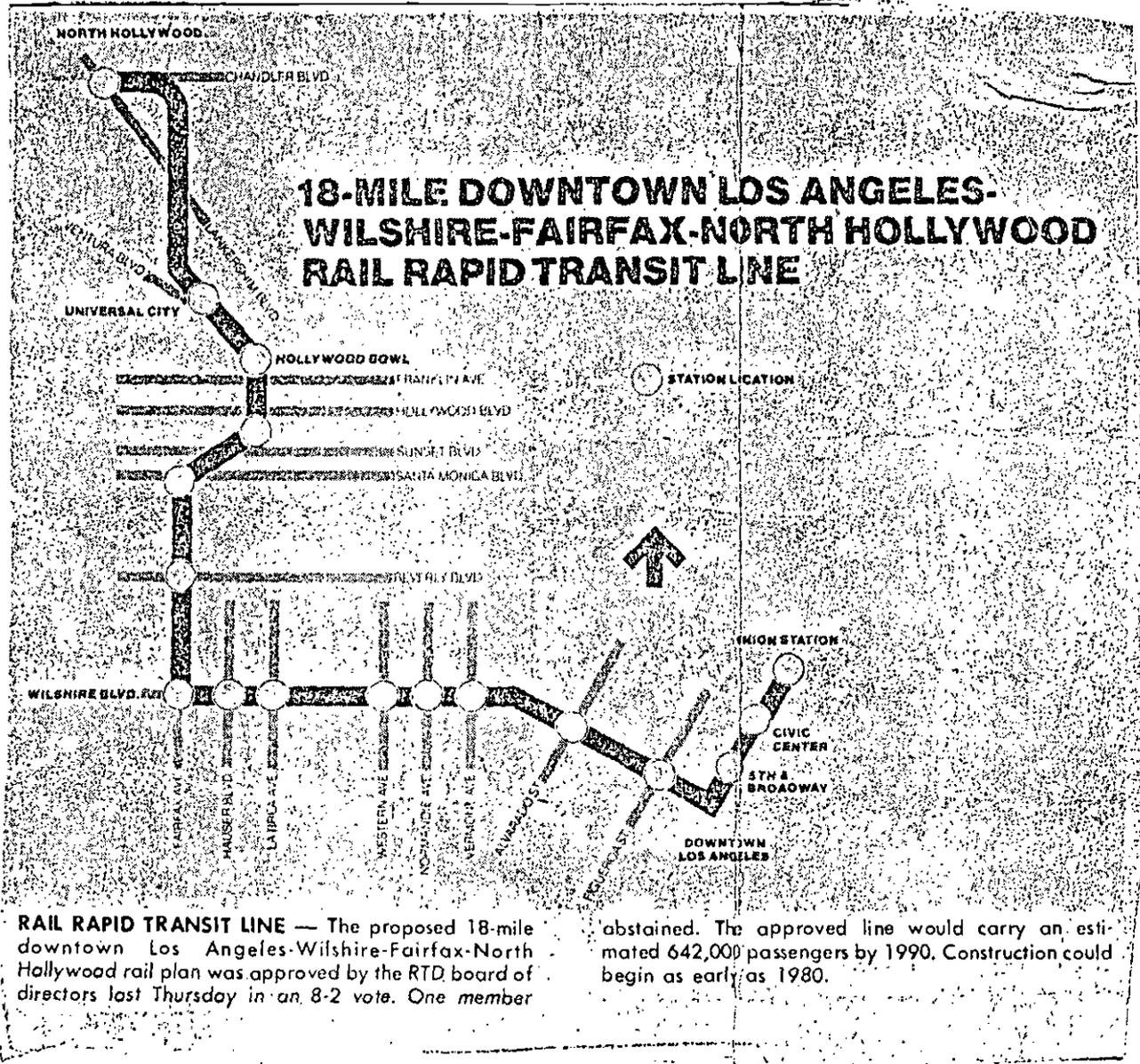


**SUBWAY ALTERNATIVE
WILSHIRE BLVD. AT VERMONT**



Artist's drawing of proposed subway running 100 feet under Wilshire Boulevard. Fixed rail transit route would link downtown with San Fernando Valley, distance of 18 miles.

More



RAIL RAPID TRANSIT LINE — The proposed 18-mile downtown Los Angeles-Wilshire-Fairfax-North Hollywood rail plan was approved by the RTD board of directors last Thursday in an 8-2 vote. One member

abstained. The approved line would carry an estimated 642,000 passengers by 1990. Construction could begin as early as 1980.

OCT 17 1978

Allen's P. C. B. Est. 1888

Fed Funded Wilshire Subway Plan -- No Tax Increase

The RTD Board of Directors gave preliminary endorsement October 12 to an 18-mile rail rapid transit system between downtown Los Angeles and the San Fernando Valley via Wilshire and Hollywood. No tax increase or new tax would be required to finance the estimated \$1.21 billion system, according to Marvin L. Holen, RTD president.

The system, entirely in subway, would connect Union Station and North Hollywood via a route beneath Wilshire Boulevard, Fairfax Avenue, the vicinity of Cahuenga Pass, and terminating at Lankershim and Chandler Boulevards.

The preliminary decision by the RTD board followed discussion of 11 transit alternatives consisting of both rail/bus and all bus solutions for the congestion-filled area. A draft environmental impact report on the 11 alternatives will now be circulated. The Urban Mass Transportation Administration (UMTA) and the RTD will both reserve

final determination on a specific project until the environmental process is complete, which should be by next February or March.

Local agencies, including the Los Angeles County Transportation Commission, will also be asked for their approval. With Local consensus and the cooperation of all concerned, construction could start as early as 1980 or 1981.

The rail rapid transit line could be in operation by 1986 or 1987. The system would reduce travel time between downtown and Fairfax from today's 30-35 minutes to 10 minutes; the Valley-downtown trip currently taking 35-40 minutes would take only 23 minutes.

"Construction disruption would be at a minimum," Holen said. "Unlike those systems built in Washington and San Francisco which had very obvious construction problems, we would be using a system of tunnel construction that would go almost unnoticed by area residents and businesses."

Holen explained that other cities have used what is called the "cut and cover" method of tunneling. A hole is dug, the concrete tunnel is placed, and the gap in the earth is then covered up.

"This technique means street closing, congestion, dust, and other problems," Holen said. "But we will be using the 'deep bore' method, doing the majority of our work 60 to 150 feet below the street."

Holen said the only signs people would see at street level that a subway was being constructed would be at the approximate one half to one mile intervals where stations were being built.

"Construction of a station site would cause about the same disruption as erecting a corner office building," Holen stated.

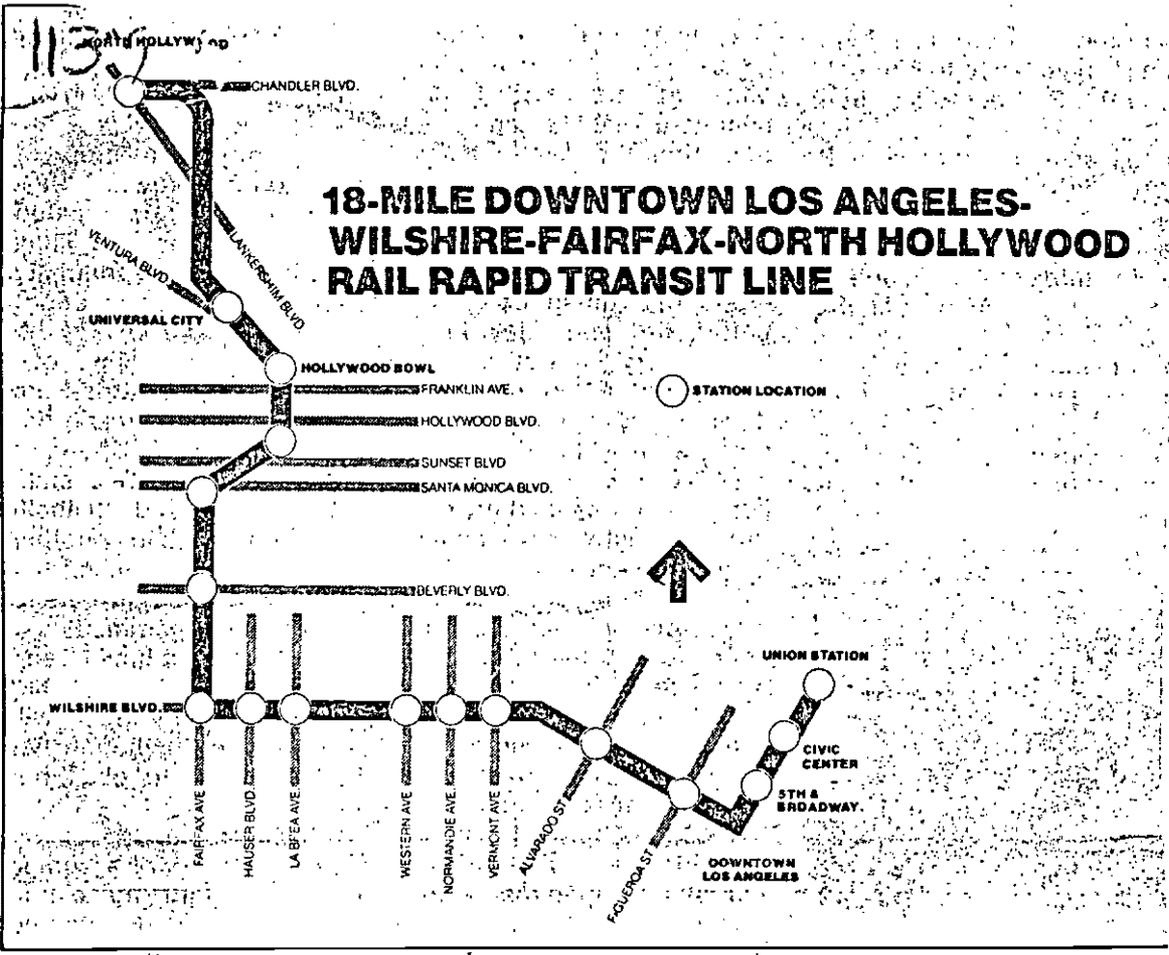
The federal government would be expected to fund 80 percent (\$968 million) of the project, the percentage it is now funding for new rapid transit systems in

Continued on page 24

More

113

18-MILE DOWNTOWN LOS ANGELES- WILSHIRE-FAIRFAX-NORTH HOLLYWOOD RAIL RAPID TRANSIT LINE



Howe

1978

Ferret-funded Wilshire Subway

Continued from page 1.

Atlanta, Buffalo, Miami, and Baltimore and for system extensions in other cities.

Ten percent of the cost (\$121 million) can be obtained from state gasoline tax revenues, as authorized by over 50 percent of the County's voters in June of 1974. The remaining \$121 million would be raised locally, mostly through equipment trust certificates issued by local lending institutions.

"This is a practical, realistic transit proposal that should meet with approval by all segments of the community and one that serves the area which most needs and uses transit," Holen continued. "It is also the first rapid transit plan for Los Angeles that does not involve a ballot measure calling for a tax increase, and one that could be readily expanded to serve other areas in the future."

Holen noted that of

RTD's service area of 2,000 square miles, the ridership in the 55-square mile area served by the new transit proposal, the so-called "regional core," accounts for about half of the passengers of RTD's entire bus system.

According to verified estimates, by 1990 the daily ridership in the regional core area would increase to 642,000 with 275,000 of them using the rapid transit system.

"Congestion in the area today is critical and by 1990 it will be intolerable," said Jack R. Gilstrap, RTD general manager. "Adding more buses is not the answer, since they use the same roadways as the auto and would just add to increased congestion."

Richard Gallagher, RTD Chief Engineer and Manager of Rapid Transit, said additional freeway construction in the regional core is not the answer.

"Two freeways had once been scheduled for the area, but the public demanded that they be deleted," he said. "We have evaluated the concept of an aerial transitway, but it is doubtful if that would be acceptable to the community."

The equipment for the system in rush hour would consist of six-car trains, with 75 seats and room to comfortably handle up to 90 standees. Each train could easily carry 1,000 persons. Initially they would operate at about four-minute intervals.

The transit plan recommended by the RTD board is from the 11 alternatives that have been under examination since May of 1977.

End

Subway to LA may be solution

113.9
By DAN THOMAS NELSON
A subway from Los Angeles to North Hollywood? North Hollywood Chamber of Commerce and the area's Los Angeles city councilman like the idea.

The route has been suggested as the first phase of a rapid transit network by a committee of the Southern California Rapid Transit District. The recommendation includes 17 months of studies involving 11 possible routes.

Heavy ridership, revenues and other factors were cited as reasons for choosing the route, which would cost about \$1.21 billion to build, 80 percent of which would be paid by the federal government.

Construction could begin in 1980 with completion in 1986. As envisioned, the line would start at Chandler Boulevard and Tujunga Avenue. It would parallel the Hollywood Freeway, swing down Fairfax Avenue to Olympic Boulevard where it would run along Wilshire Boulevard to Union Station in downtown Los Angeles.

"North Hollywood Chamber of Commerce feels that the time is long overdue to build a public transportation system in this area," said Joseph Hurley, president. "We think that North Hollywood should be a pivotal part of any transportation system between the San Fernando Valley and downtown Los Angeles."

He said the proposed system would be in line with present North Hollywood redevelopment plans because the plans have always made provisions for a public transportation system running through the area.

"If we're going to have a system, and it won't cost taxpayers any money, this proposed line is the ideal one," said Joel Wachs, Los Angeles city councilman for the second district, which includes North Hollywood.

If the proposed route is built, an estimated 275,000 persons would

ride the subway daily. Transit vehicles similar to those of the new Washington, D.C. Metro system, with cars running at four-minute intervals, would be used.

"This is a sensible plan and it's economically feasible," said RTD President Marvin Hollen.

In addition to the federal funds, it is proposed that local funds be used, coming from state, county and Los Angeles gasoline taxes.

Burbank, Calif.
(Los Angeles Co.)
Daily Review
(Cir. D. 11,263)

OCT 17 1978

Allen's P. C. B. Est. 1888

Los Angeles, Calif.
(Los Angeles Co.)
Daily Journal
(Cir. D. 10,830)

OCT 17 1978

Allen's P. C. B. Est. 1888

18-Mile Starter Subway for Valley Recommended

An 18-mile starter subway line shuttling commuters from the San Fernando Valley to the civic center has been recommended as the first phase of a regional rapid transit system.

A Southern California Rapid Transit District committee has announced selection of the Union Station-to-North Hollywood starter line over 11 possible other routes, climaxing a 17-month study.

The \$1.21 billion route was chosen because of its potentially heavy ridership, revenues and other factors.

Actual construction could begin by the end of 1980 and the subway would be completed by 1986. Eighty percent of its cost would be paid by the federal agency.

"This is a sensible plan and it's economically feasible, said RTD president Marvin Hollen. "The people of Los Angeles are ready for a rail line like this."

San Diego, CA
(San Diego Co.)
Evening Tribune
(Cir. D. 125,579)

OCT 16 1978

Allen's P. C. B Est. 1888

North Hollywood subway receives support

LOS ANGELES (AP) — tors.
The proposed downtown North Hollywood subway has received the endorsement of the Southern California Rapid Transit District's board of directors. The board voted 8-2 with one abstention to back the \$1.2 billion, 18-mile subway line after a personal appeal for support from Mayor Tom Bradley.

P-
no.

Los Angeles, Calif.
La Opinion
(Cir. D. 22,284)
(Cir. S. 17,915)

OCT 15 1978

**EL METRO
EN L. A.**

La idea de establecer un plan trenístico local, que por lo pronto, en forma subterránea, una a la ciudad de Los Angeles, en su área central, con la parte de Norte Hollywood, en el Valle de San Fernando, ha sido presentada. El plan a desarrollarse tendría un costo que rebasaría los mil millones de dólares.

El asunto fue tratado, el fin de la semana pasada, en junta del Comité Distrital de RTD, y fue respaldado por ocho votos contra dos.

El voto fue en respuesta a una apelación del alcalde angelino Tom Bradley, quien dijo, al acudir a la sesión del Consejo Directivo de RTD, que el planeado tren subterráneo es el mejor entre 11 proyectos formulados y presentados. El alcalde, sin embargo, hizo la advertencia de que la utilización del proyecto está todavía muy lejos y que, por ende, es necesario estudiar todos los ángulos y no irse en pos del plan, inmediatamente, hasta que se tomen todas las precauciones y acciones debidas.

Se cree que de llevarse a cabo el proyecto, éste se iniciaría en 1980 y se llegaría a su venturoso fin en 1986, lo cual quiere decir que todavía hay que pensarlo mucho y tomar todas las precauciones para que no resulte vana la hazaña, al final.

Los Angeles, Ca.
Journal of Commerce
Review
(Cir. D. 1248)

OCT 13 1978

Allen's P. C. B. Est. 1888

18-Mile Starter Subway for Valley Recommended

An 18-mile starter subway line shuttling commuters from the San Fernando Valley to the civic center has been recommended as the first phase of a regional rapid transit system.

A Southern California Rapid Transit District committee has announced selection of the Union Station-to-North Hollywood starter line over 11 possible other routes, climaxing a 17-month study.

The \$1.21 billion route was chosen because of its potentially heavy ridership, revenues and other factors.

Actual construction could begin by the end of 1980 and the subway would be completed by 1986. Eighty percent of its cost would be paid by the federal agency.

"This is a sensible plan and it's economically feasible, said RTD president Marvin Hollen. "The people of Los Angeles are ready for a rail line like this."

Whittier, Calif.
Daily News
(Cir. D. 22,882)

OCT 17 1978

Allen's P. C. B. Est. 1888

Subway Plan Announced

LOS ANGELES (UPI) — An 18-mile starter subway line shuttling commuters from the San Fernando Valley to the Civic Center has been recommended as the first phase of a regional rapid transit system.

A Southern California Rapid Transit District committee has announced selection of the Union Station-to-North Hollywood starter line over 11 possible other routes, climaxing a 17-month study.

The \$1.21 billion route was chosen because of its potentially heavy ridership, revenues and other factors.

Actual construction could begin by the end of 1980 and the subway would be completed by 1986.

Thousand Oaks, Calif.
News Chronicle
(Las Virgenes Edition)

OCT 13 1978

Allen's P. C. B. Est. 1888

RTD board endorses proposed subway plan

139 By The Associated Press

The proposed downtown Los Angeles-North Hollywood subway has received the endorsement of the Southern California Rapid Transit District's board of directors.

The board voted 8-2 with one abstention Thursday to back the \$1.2 billion, 18-mile subway line after a personal appeal for support from Mayor Tom Bradley.

The subway, selected over 11 possible other routes as the first phase of a regional rapid transit system for Los Angeles, would run 18 miles in 23 minutes at a depth of 100 to 200 feet from Union Station to the San Fernando Valley. The line was chosen because of its potentially heavy ridership, revenues and other factors.

Construction on the proposed project would begin by the

end of 1980, with a 1986 completion date, SCRTD planners said. Federal funds would pay for 80 percent of the project, with gasoline taxes paying the remainder. There will be no new taxes, the planners said.

Each subway car would carry 75 seated passengers or up to 225 with standees. Running at four-minute intervals, the system's six-car trains would carry 15,000 passengers system-wide per hour.

Two other parts of the regional transportation program have been completed — a proposal to double-deck the Santa Ana Freeway for buses and carpools and an upgrading program for the region's bus system.

A third plan, the people mover system for downtown Los Angeles, is nearing the end of its preliminary study.

Montrose, Calif.
(Los Angeles Co.)
Montrose Ledger
(Cir. 2xW. 81,262)

OCT 14 1978

Allen's P. C. B. Est. 1888

A Southern California Rapid Transit District committee wants to discuss a subway system for Los Angeles. Revived talk centers around an 18-mile starter line from Universal Studios to Union Station. The line would pass through downtown Hollywood and travel several miles underneath Wilshire Boulevard.

The latest in a series of RTD studies has been going on for 17 months.

Subway Funding Requested

By FRANK GREENWALT
Tribune Staff Writer

Construction of a \$1.21 billion subway to run from central Los Angeles to North Hollywood was recommended Thursday to the federal Urban Mass Transportation Administration (UMTA) for funding.

The Southern California Rapid Transit District (RTD) board approved the 18-mile subway concept with two members objecting and one abstaining.

Both dissenting board members — La Puente Councilman Charles Storing and Supervisor Pete Schabarum Deputy Mike Lewis — said they were concerned about uncertain funding sources.

The system would not require a tax increase, according to Richard Gallagher, RTD chief engineer.

Instead, the plan relies on 80 percent federal funding which RTD officials hope will be made available through an UMTA grant.

Ten percent would come from state gas tax funds, which a 1974 election measure allowed to be diverted to rapid transit.

Another 10 percent would come from borrowing money from financial institutions by using equipment as collateral.

Storing said there were too many "ifs" in the financing plan, noting that neither the state gas tax money nor the federal grant is certain.

Also, he said he didn't think San Gabriel Valley residents would want to pay for a subway going down Wilshire Boulevard in Los Angeles.

The region consistently voted against rapid transit in past elections. Since the current proposal does not involve a tax increase, it does not require a public vote.

Lewis said gas tax funds projected for rapid transit construction previously have been used to complete missing freeway links — a project which he said serves many more residents.

Board member Jerry Leonard, a deputy for Supervisor Baxter Ward, said he abstained because he was not convinced the route chosen was the best alternative.

He said the public's only chance to contribute to the plan was in a series of poorly-attended meetings along the proposed route.

Covina, Calif.
(Los Angeles Co.)
San Gabriel Valley Tribune
(Cir. D. 69,765)
(Cir. S. 72,376)

OCT 13 1978

Allen's P. C. B. Est. 1888

Leonard and Storing said the action should have been delayed until after residents vote on a rapid transit advisory proposition spearheaded by Supervisor Ward.

The proposition, lettered "I," lists two other alternatives besides the Los Angeles Union Station-Wilshire Boulevard subway.

One was a rail transit line from Union Station to Los Angeles International Airport. The other was a bus and carpool guideway from the airport to the Los Angeles Convention Center via the Harbor and proposed Century freeways.

The route given preliminary approval by the RTD Thursday would connect Union Station and North Hollywood via Wilshire Boulevard, Fairfax Avenue and Cahuenga Pass and terminate at Lankershim and Chandler boulevards. All would be under ground.

The action taken Thursday is just a first step. An environmental impact report must be approved. And local agencies, such as the county Transportation Commission, will be included in final planning.

If UMTA approves the grant and all other money is available, construction could start as early as 1980 or 1981.

The rail line could be operational by 1986 or 1987.

Although the San Gabriel Valley is not included in the initial project, the line ultimately could connect with the El Monte Busway, which is expected to be extended to Union Station and eventually may be converted to rail.

Construction of the \$1.21 billion subway could save money in the long run because it costs less to operate a high density rail line than give the same service with buses, said Gallagher.

Officials said the Los Angeles-to-North Hollywood route was chosen because of congestion, high bus ridership and lack of freeways.

Riverside, CA
(Riverside Co.)
Enterprise
(Cir. D. 54,057)

OCT 13 1978

Allen's P. C. B. Est. 1888

Beginning to subway in LA 1139 recommended

LOS ANGELES (UPI) — A Southern California Rapid Transit District ~~committee~~ has revived talk about building a subway system in Los Angeles.

The panel recommended that an 18-mile starter line that would shuttle commuters from the Universal Studios in the San Fernando Valley to Union Station in the Civic Center be built as the first phase of a regional rapid transit system.

The line was also pass through downtown Hollywood and travel several miles under Wilshire Boulevard from the County Art Museum to downtown.

The proposed starter line was chosen over 11 other routes after a 17-month study.

The committee said the line would cost \$1.21 billion to build if construction began by the end of 1980. It said the line could be completed by 1986 and predicted that the federal government would pick up 80 percent of the cost.

The subway would be built at a depth of 100 to 200 feet. A one-way run would take 23 minutes.

Individual cars would carry 75 seated passengers and could accommodate 150 more standing. Six-car trains would run at four-minute intervals during peak periods.

"This is a sensible plan and it's economically feasible," RTD President Marvin Hollen said.

Los Angeles, Calif.
(Los Angeles Co.)
Herald Examiner
(Cir. D. 347,463)
(" Sun. 345,532)
(" Sat. 287,870)

OCT 13 1978

Allen's P. C. B. Est. 1888

Subway Line Approved

A panel of the Southern California Rapid Transit District has recommended the building of an 18-mile starter line subway from Universal Studios in the San Fernando Valley to Union Station in downtown Los Angeles.

The line, which would be the first phase of a regional Rapid Transit system, would pass through Hollywood, and travel under several miles of Wilshire Boulevard from the County Art Museum to downtown.

The proposed starter line, which would cost an estimated \$1.2 billion to build if construction begins by the end of 1980, was chosen over 11 other routes after a 17-month study.

The committee said the line could be completed by 1986, and predicted the federal government would pick up 80 percent of the cost.

Fullerton, Calif.
(Orange Co.)
Fullerton Tribune
(Cir. D. 23,501)

OCT 12 1978

Allen's P. C. B. Est. 1888

Valley Line Subway Choice In RTD Study

LOS ANGELES (UPI) — An 18-mile starter subway line shuttling commuters from the San Fernando Valley to the Civic Center has been recommended as the first phase of a regional rapid transit system.

A Southern California Rapid Transit District committee Wednesday announced selection of the Union Station-to-North Hollywood starter line over 11 possible other routes, climaxing a 17-month study.

The \$1.21 billion route was chosen because of its potential heavy ridership, revenues and other factors.

Actual construction of the \$1.21 billion route could begin by the end of 1980 and the subway would be completed by 1986. Eighty percent of its cost would be paid by the federal agency.

Covina, Calif.
(Los Angeles Co.)
San Gabriel Valley Tribune
(Cir. D. 69,765)
(Cir. S. 72,376)

OCT 12 1978

Allen's P. C. B. Est. 1888

RTD Sets Subway Discussion

By FRANK GREENWALT
Tribune Staff Writer

A \$1.21 billion subway which would run 18 miles from Los Angeles' Union Station to North Hollywood will be considered by the Southern California Rapid Transit District (RTD) Board of Directors today.

The system would not require a tax increase.

Instead, the plan relies on 80 percent federal funding which RTD officials hope will be made available through an Urban Mass Transit Administration (UMTA) grant.

Ten percent would come from state gas tax funds, which a 1974 election measure allowed to be diverted to rapid transit.

Another 10 percent would come from borrowing money from financial institutions by using equipment as collateral.

The plan already has been recommended by the RTD Rapid Transit Committee and is expected to be

discussed by the full board today.

RTD officials said ultimate success depends on support from the public, the city of Los Angeles, the county and the county Transportation Commission.

The subway would run from Union Station under downtown to Wilshire Boulevard, run under Wilshire to Fairfax Avenue, then under Cahuenga Pass and terminate at Lankershim and Chandler boulevards.

RTD officials said the line ultimately could connect with the El Monte Busway, which is expected to be extended to Union Station and eventually may be converted to rail.

Officials said the Los Angeles to North Hollywood route was chosen because of congestion, high bus ridership and lack of freeways.

Presently, approximately half the RTD ridership is in the area that would be served by the proposed subway.

Operation costs are expected to be

covered by existing RTD resources — now mainly state gas tax.

Fares cover 40 percent the cost of riding a bus.

If the RTD board and all other parties agree to start the new subway, officials said construction could begin as soon as 1981. The completion date is estimated at 1986 or 1987.

The subway would be constructed by boring 60 to 100 feet below the ground — causing minimal disruption.

The method whereby streets are cut from the surface and then recovered (used in San Francisco) would be avoided.

Seventeen stations would be built.

San Pedro, CA
(Los Angeles Co.)
News Pilot
(Cir. D. 14,161)

OCT 12 1978

Allen's P. C. B. Est. 1888

Subway system would connect L.A. with Valley

LOS ANGELES (AP) — Southern California Rapid Transit District's board of directors was to decide today on the \$1.21 billion subway line from downtown to North Hollywood.

The subway, selected over 11 possible other routes as the first phase of a regional rapid transit system for Los Angeles, would run 18 miles in 23 minutes at a depth of 100 feet to 200 feet from Union Station to the San Fernando Valley. The line was chosen because of its potentially heavy ridership, revenues and other factors.

If approved, construction would begin by the end of 1980 with a 1986 completion date, RTD planners said. Federal funds would pay for 80 percent of the project with gasoline taxes paying the remainder. There will be no new taxes, the planners said.

Each subway car would carry 75 seated passengers or up to 225 with persons standing. Running at 4 minute intervals the system's six-car trains would carry 15,000 passengers system-wide per hour.

Two other parts of the regional transportation program have been completed, a proposal to double-deck the Santa Ana Freeway for buses and carpools and an upgrading program for the region's bus system.

A third plan, the people mover system for downtown Los Angeles, is nearing the end of its preliminary study.

Burbank, Calif.
(Los Angeles Co.)
Daily Review
(Cir. D. 11,263)

OCT 12 1978

Allen's P. C. B. Est. 1888

1139
1110

N. Hollywood anchor to LA subway system

An 18-mile starter subway line shuttling commuters from North Hollywood to the Los Angeles Civic Center has been recommended as the first phase of a regional rapid transit system.

A Southern California Rapid Transit District committee announced selection of the Union Station-to-North Hollywood starter line over 11 possible other routes, climaxing a 17-month study.

The \$1.21 billion route was chosen because of its potentially heavy ridership, revenues and other factors.

Actual construction could begin by the end of 1980 and the subway would be completed by 1986. Eighty percent of its cost would be paid by a federal agency.

"This is a sensible plan and it's economically feasible," said RTD President Marvin Hollen.

As envisioned, the line would start at Chandler Boulevard and Tujunga Avenue, near the

Burbank-North Hollywood border. It would parallel the Hollywood Freeway, then swing down Fairfax Avenue to Olympic where it would run along Wilshire Boulevard to the Union Station in downtown Los Angeles.

The system would serve the busy Wilshire commercial and residential corridor and would bisect Hollywood.

An estimated 275,000 persons would ride the subway daily. Transit vehicles similar to those of the new Washington, D. C., Metro system would be used.

Cars would run at four-minute intervals.

Richard Gallagher, RTD's manager and chief engineer for rapid transit/bus facilities, said the present plan would require no new taxes. In addition to federal funds, local shares would come from state, county and Los Angeles gasoline taxes.

OCT 11 1978

Allen's P. C. B. Est. 1888

Rail plan

RTD offers 10 per cent of payment

By Rob Wagner

If the Southern California Rapid Transit District's proposed rail transit plan is approved, county taxpayers can expect no significant increase in taxes, according to Nadeem Tahir, senior planner for RTD.

Local governments would be relieved of the responsibility of funding the 10 per cent for construction cost stipulated by the federal government for the \$1 billion project. RTD would provide 10 per cent of the cost, an estimated \$104 million. A federal grant would provide 80 per cent of the funds, and the state would fund the remaining 10 per cent.

"We found it difficult to get county or city funds, so RTD decided to raise the money," said Tahir.

Previous major ballot measures in 1968 and 1974 for proposed 100 mile transit systems have been defeated. County and city officials, according to Tahir, felt that a smaller scale system would be more practical.

The money paid by RTD would be provided through local lending institutions which would provide collateral while withholding titles on RTD

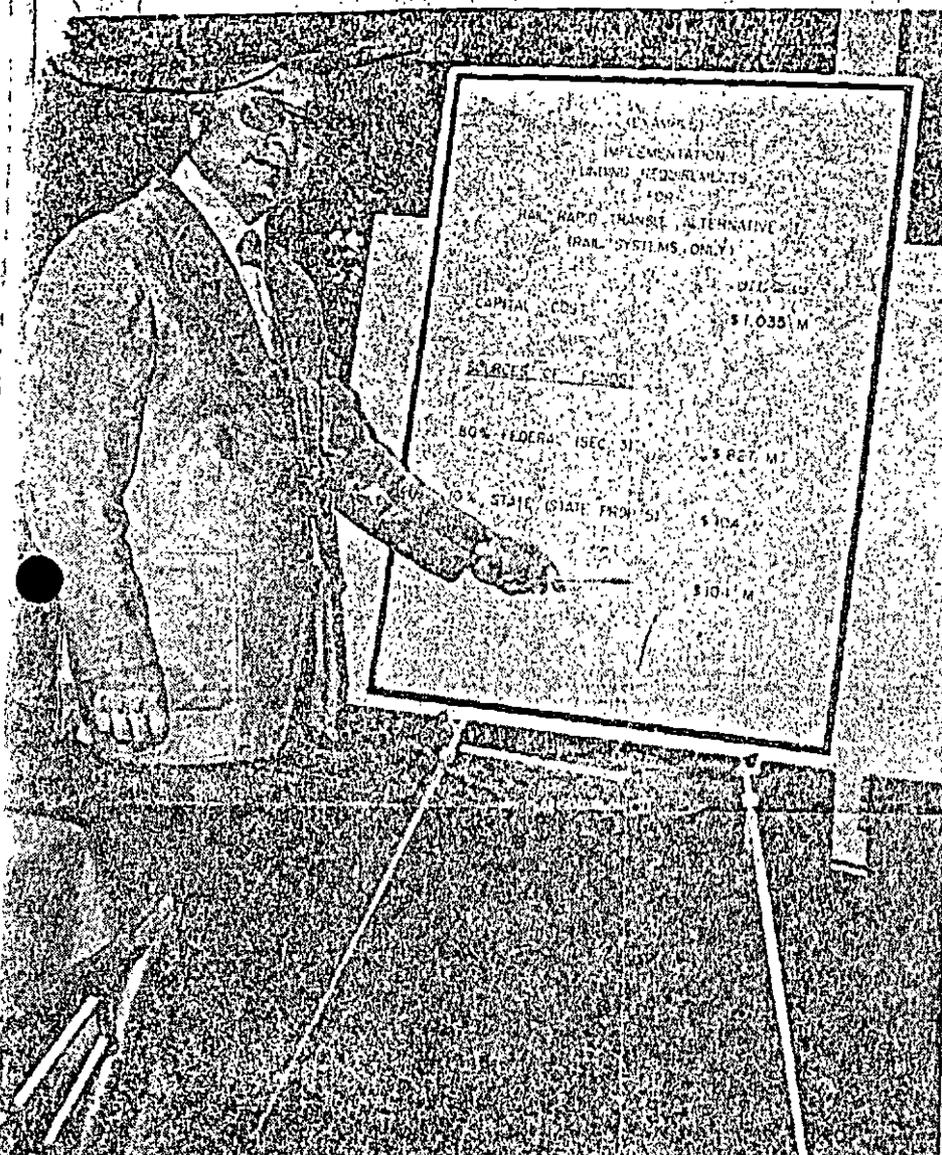
equipment through Equipment Trust Certificates.

According to Mike Barnes, a spokesman for RTD, a 30-40 year lease would be paid back through fare box revenues. No immediate fare increases are seen at this time.

At a breakfast meeting with the Planning, Zoning, Parking and Transportation Committee of Wilshire Chamber of Commerce, Oct. 3, Tahir noted that studies show the proposed "Wilshire-La Brea corridor" would carry nearly 600,000 passengers daily, as opposed to the 403,000 passengers carried daily on the present transit system. However, annual operating cost for the proposed rail plan would reach \$99 million, while the present transit system operates at an annual cost of \$79 million.

Despite annual operating cost, Tahir's studies clearly support the proposed transit plan as the most economical. The operating deficit for the present transit system would exceed \$17 million in 1977 dollars, while the proposed rail transit plan would operate at a \$2 million deficit.

The operating cost would be inflated to \$5 million in (Continued on Page 2)



RTD PAYS 10 PER CENT — In a talk before the Planning, Zoning, Parking and Transportation Committee of the Wilshire Chamber of Commerce, Nadeem Tahir, senior planner for the Southern California Rapid Transit District said the 10 per cent local funding stipulated by the federal government would be provided

by RTD if the proposed rail transit plan was approved. Eighty per cent of the funds would be provided by the federal government, while the remaining 10 per cent would be paid by the state. If the plan is approved, county taxpayers can expect no significant tax increase. (Rob Wagner Photo).

NOTE ---

RTD provides funds

No tax increase if rail plan ok'd

(Continued from Page 1)
1990 dollars for the rail plan, whereas the present system would operate at a \$46 million deficit.

Tahir said that it would be impossible to operate any rapid transit system at a profit. "Since public transportation is a countywide service, we just

can't eliminate lines that don't make a profit."

The "Wilshire-La Brea corridor" rail plan is a 16 mile route, running from the downtown area west on Wilshire Boulevard, then northbound on La Brea to North Hollywood. Variations include using Fairfax and Vernont

Avenues rather than La Brea, with upgraded buses to the San Fernando Valley.

Although the proposed transit system does not legally require voter approval, public opinion will weigh heavily on whether or not the rail plan succeeds. An advisory vote

has been put on the Nov. 7 ballot, allowing voters to choose a favorite between two proposed transit lines.

The measure was put on the ballot at the urging of Baxter Ward, who charged that the "Wilshire-La Brea corridor" is not the most cost-efficient route. Ward's alternative would be to start a transit line at Union Station, running a subway to 22nd Street, where it becomes an above-ground line, running south to the proposed Century Freeway to Los Angeles International Airport.

Tahir noted that a month long public hearing will be slated to air comments of the proposed lines.

RTD's proposed rail plan would have trains run every three minutes during rush hours, and every six minutes during non-rush hours. A 24 hour service would provide trains every 15 minutes.

If approved, the transit plan could be operational by July, 1986. Construction would begin in two and half to three years.

OCT 4 1978

Allen's P. C. B. Est. 1888

Wilshire rail transit

State funds Page 1 further studies

By Michael Coates

Funds for further studies on station location, funding and design of the Wilshire-La Brea rail rapid transit line were approved last week by the California Transportation Commission.

A California Department of Transportation (Caltrans) spokesman said the commission, which is chaired by transit advocate Norton Simon, approved by a voice vote a \$110,000 grant to further studies on the subway "starter" line.

The grant will be used to "study service possibilities for the Hollywood business district and medical center" as well as investigating private funding sources, refining patronage projections and planning the system so it will accommodate future expansion.

The studies will be done under the supervision of the Southern California Rapid Transit District (RTD), which is working with the City of Los Angeles' Planning Department to put together an environmental impact report (EIR) on the starter line.

One of the proposed routes of the transit line is from a North Hollywood

station through the Cahuenga Pass to Hollywood's Central Business District, south along La Brea to Wilshire Boulevard and east to downtown Los Angeles.

The funded study, according to an RTD spokesman, will examine the sites in Hollywood where stations might be situated for the best interface with bus transit feeder lines and to best serve local businesses and institutions.

Another study will look into private funding possibilities for the line. Mike Barnes, RTD spokesman, said preliminary discussions with MCA, which operates Universal Studios, already have begun. It has been suggested, Barnes said, that the transit station could be funded 20 per cent by MCA, with the federal government paying for 80 per cent of capital construction costs.

The study will investigate to see if similar funding could be done with other stations, and do further detailed studies of the MCA station.

Further studies, probably using Caltrans computers, Barnes said, of projected patronage at various proposed station locations also will be paid for with the funds.

The final use of the grant will be to develop designs to meet federal government requirements that any rail transit line built using federal funds (the Wilshire-La Brea line hopes to use 80 per cent U.S. government money) be planned so future expansion is possible if it later becomes feasible.

The local transit line has been conceived by its planners as a "starter" line to which extensions deeper into the San Fernando Valley and further west along Wilshire Boulevard could be added later.

The rail transit line is one part of a regional transportation plan that includes the proposed Downtown People Mover and beefed-up bus service using more busways like the El Monte Busway on the San Bernardino Freeway.

The EIR on the rail starter line is expected to be made public in mid-October, when public hearings on it will be conducted.

SEP 29 1978

Allen's P. C. B. Est. 1888

The Enterprise

Page 5

State Grant Clears Way for Railway Line

1139
A \$110,000 grant from the state's Transportation Commission will allow the Southern California Rapid Transit District (RTD) to complete preliminary planning on the proposed rapid transit rail line into downtown Los Angeles by the end of this year.

The Commission acted this week on the recommendation of State Transportation Director Adriana Gian-turco that state money be used to speed completion of the Environmental Impact Report (EIR) on the line, which is envisioned to serve the Los Angeles downtown business district, by way of the Wilshire Blvd. corridor.

The Director asked the Commission to allocate \$110,000 in state funds to supplement \$200,000 in federal Urban

**PUBLIC HEARINGS ON THE
RAPID-TRANSIT RAILING
WILL BEGIN NEXT YEAR**

Mass Transportation funds, and \$20,000 from RTD which have already been committed to the proposal. RTD planners have been working on the EIR report since June, 1977.

Approval of the state grant puts the rapid transit rail line on the following schedule, according to RTD:

— Completion of the EIR report by January, 1979.

— Public hearings on rail-line alternative routes through April, 1979.

— Recommendation by RTD's Board of Directors of the preferred rapid-transit line route by mid-1979.

— Completion of a bid package that will be presented to the Urban Mass Transit Department by the end of 1970-1979.

A SPOKESMAN FOR RTD SAID it appears likely a Wilshire corridor route would be used for two main reasons. Mike Barnes of RTD told The Enterprise:

"First, there is a heavy concentration of mass transit passengers

A WILSHIRE CORRIDOR RAIL LINE HAS BEEN IN THE PLANNING STAGES FOR FIFTY YEARS

on Wilshire Blvd into the downtown area. Second, the area is not currently served by any freeway, and there are no plans for another freeway in the future.

(Continued on page 5)

RAIL / 1139
(Continued from page 1)

A rapid transit rail line into downtown L.A. has been in the planning stages for almost fifty years. At least three other studies have been done on the feasibility of a Wilshire corridor line in the past, only to be discarded because of a lack of government funding.

THE LATEST PLANNING EFFORT BEGAN in 1974 with approval of article XIX of the State Constitution which allows use of the gas tax for planning mass transit. Two years later, the state and RTD began to use gas revenue to plan the rapid transit line.

The rapid transit line is one element in a four part regional transit development program for the Los Angeles area. Also included in the plan are improvements in the current transit system, development of a regional bus network that could operate on existing freeways and new freeways lanes, and construction of the Downtown People Mover electric monorail system.

More than \$11 million has been spent thus far in planning the four part program. RTD officials said "only a small percentage of the \$11 million has been used for the rapid transit rail line."

"Los Angeles has never been able to get its act together on a rapid transit line," Barnes said. "We'll just have to wait and see what kind of public support we get this time for a rail system."

RTD's Board of Directors is expected to issue a statement in October supporting development of the rapid transit line. At that time the Board may throw its support behind one of the rail line routes developed by RTD planners.

Los Angeles Times

Metro

LOCAL NEWS
EDITORIAL PAGES

CC PART II

TUESDAY, JULY 25, 1978

Rapid Transit Now Favored by L.A. Voters

58% Would Support
Sales-Tax Increase
to Pay for System

BY RAY HEBERT
Times Urban Affairs Writer

Nearly 60% of Los Angeles County's voters now appear to favor a rapid transit system and improved bus transportation although the idea has been rejected at the polls here three times in the last 10 years.

The voters—58%—would support a half-cent increase in the state sales tax to pay for these transportation improvements, according to a survey conducted for the new Los Angeles County Transportation Commission.

Thirty-five per cent of the people questioned said they opposed the tax and 7% according to the study, had no opinion.

A boost in the sales tax would provide about \$180 million a year from Los Angeles County's 4.5 million motor vehicles users. It would take a 6-cent a gallon increase in the gasoline tax to produce about the same amount.

The poll, reflecting the attitude of county voters on transportation issues, indicated that residents may be more concerned about mobility than they were a few years ago.

Measures for costly rail-bus systems were turned down by county voters in 1968, 1974 and 1976. However, the proposals generally drew strong support from voters in Los Angeles and especially the heavily populated central area of the city where about 65% of the region's daily bus riders live.

"This (the results of the poll) is a positive sign that public transit development in Los Angeles is not a lost cause," said Jerome Preino, the LACTC's executive director.

The survey, conducted by Opinion Research of California, headquartered in Long Beach, also shows an awareness of energy problems, including the possibility of gasoline rationing, according to Preino.

The researchers questioned nearly 700 persons who represented a cross-section of county voters.

Nearly 20% ranked rail rapid transit as their highest priority and 14.5% chose special vehicles for the handicapped and elderly. More than 31% ranked an improved bus system without fare increases as their top choice and 12.2% favored an elevated system between major centers such as downtown and the Wilshire district.

Fewer than 6.8% gave organized

Please Turn to Page 6, Col. 1

TRANSIT SYSTEM

Continued from First Page

car pooling their top priority, and only 3.1% listed executive freeway lanes for buses and carpools.

The survey also found that nearly two-thirds of those voters questioned who travel more than 10 miles to work favor the half-cent sales tax increase. The difference was only slightly less, dropping to 54% for commuters who travel less than 10 miles.

The possibility of another rapid transit-tax vote was discussed among transportation officials earlier this year but interest seemed to wane as support for Proposition 13 grew. Such a measure had been discussed for inclusion on the November general election ballot—a decision that would be up to the LACTC.

County Supervisor Baxter Ward, a commission member, now is expected to use the survey as a springboard to revive interest in his proposal for a \$3.8 billion rail rapid transit system and massive expansion of the region's existing bus network.

Ward has called the plan the Sunset Ltd. It is a scaled-down version of his Sunset Coast Line proposal which voters defeated at the county's last transit election in 1976.

Subway costs in L.A. may be lowest in U.S.

Because construction costs for a new mass transit system are often as much as 70% of the total cost, the subsurface geology of the land to be crossed is often the most important consideration for choosing one of the three common modes of transit construction: elevated, subways by cut-and-cover or subways by deep tunneling. So stated Richard J. Proctor, head of the engineering geology branch of Southern California's Metropolitan Water District, who moderated a one-day symposium at Caltech in March. Unfortunately, said Proctor, "most transit construction in the U.S. has been in cities with poor subsurface geology—cities like New York, Washington, Baltimore, Boston and San Francisco. Other cities currently planning rapid transit have good subsurface geology (meaning firm soil or soft sandstone and shale above the water table)—geology that lends itself to excavation by modern high-speed boring machines. Such include Los Angeles, Denver, Minneapolis-St. Paul, Dallas and several others.

"However, the costs for recent transit construction in cities with geology are used to estimate

costs in the cities with favorable geology, simply because they are the latest cost figures. Excavating tunnels by boring machines is significantly cheaper than cut-and-cover in urban areas if the geology is favorable. Also, of course, with deep tunnels there is minimum disruption of surface businesses and no need to underpin buildings or relocate utilities. More than 370 tunnels in the world have been excavated by mechanical moles, with more than two dozen mole manufacturers."

Some highlights of the symposium follow:

- Some of the alternatives faced by Los Angeles in its plans to build a 15-mi (24-km) starter line for a rapid transit system were pointed up by Richard Gallagher, manager and chief engineer of the rapid transit department for the Southern California Rapid Transit District. He said that installation of a 15-mi stretch out Wilshire Boulevard, through Hollywood into the San Fernando Valley, would save a net of \$13 million per year in reduced bus operational costs—thus proving the efficiency of high capacity rail rapid transit along densely popu-

lated corridors. The additional savings in travel time, second cars, energy conservation, etc., will add many millions to that figure, Gallagher concluded. The line proposed is to be in tunnel, using profile grading between stations (reaching depths of 100-200 ft or 30 to 60 m) to take advantage of gravity in both start-up and braking. A recent study by Caltech's Jet Propulsion Lab showed at least a 50% energy savings may be realized simply by using a gravity assist. Gallagher added that this was but one of a number of cost saving features that might be utilized in L.A. as a result of hard research.

- Discussing the environmental tradeoff between deep tunnel and cut-and-cover excavation was Matt S. Walton, director of the Minnesota Geological Survey. He compared the attitude of Swedes and Americans regarding urban tunneling: in the U.S., cut-and-cover is favored by planners, apparently because of their inertia in repeating what has been done in the past (and also because the underground is a foreign environment to them); in Stockholm, by contrast, deep tunneling has been the known environment—and cut-and-cover is not popular because engineers know the people will rebel at the surface clutter and inconvenience. "It makes one wonder," said Walton, "that if subways in New York, Baltimore and Washington were placed at 150 ft (46 m) into hard granite, would their construction costs, including the extra length from the surface to the deeper stations, really be more costly than the present cut-and-cover practice?"

The (L.A.) line is proposed as a tunnel, using profile grading between stations (reaching 100-200 ft depths) to take advantage of gravity in both start-up and braking. A recent study by Caltech's Jet Propulsion Lab showed at least a 50% energy savings may be realized simply by using a gravity assist.

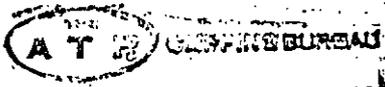
The symposium was sponsored by ASCE's Underground Construction Research Council, along with the Association of Engineering Geologists and the American Underground Association, with funding from the U.S. Department of Transportation. DOT will publish a Proceedings of the symposium in the near future (Santo Gozzo of the Transportation Systems Center, Cambridge, Mass. has more details). The symposium may be repeated next year in another city planning rapid transit improvements.

(CE thanks Neil P. Richards, senior structural engineer with the Southern California Rapid Transit District, Los Angeles, for this symposium report.)

- Speaking from the tunneling experience of the Metropolitan Water District of Southern California was Richard J. Proctor, head of its engineering geology branch. He said that the MWD has built more tunnels in that area than any other local agency—and has used six different moles from 26 to 12 ft (8 to 4 m) diameter. Twenty-five miles (forty kilometers) of tunnels have been excavated in Los Angeles County in the past 15 years; the geology, Proctor said, is favorable for high-speed mole tunneling there, with firm sedimentary rock and soils. Earthquake considerations, too, favor deep tunnels compared to surface (or near-surface) facilities.

- Innovative ideas gleaned from recent European experiences in rapid transit tunneling were voiced by G. Wayne Clough of Stanford University's civil engineering department. He said that recent subway work in Germany, Paris, London, Japan (as well as Washington and California) point up the fact that the tunneling industry continues to develop new and more economical ways of meeting the challenge of subterranean construction. L.A.'s geology lends itself to many already well established techniques leading to economic construction.

P 9132



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JUN '73

RTD needs \$ millions

Page 2
39
BY SUSAN PASTERNAK

Is the possibility of improved rapid transit in the City of Los Angeles—be it upgraded bus service, or construction of an efficient, combined subway-elevated bus-express street bus system—heading closer to reality? The Southern California Rapid Transit District (RTD) and the City of Los Angeles has been holding a series of meetings over the past few weeks to give local residents more detailed information on 11 proposed joint rapid transit projects, specifically designed for a portion of the Westside termed the "Regional Core" area.

Those living in the Beverly-Fairfax neighborhood had their opportunity to learn about the suggested ideas during a meeting at the Fairfax

Senior Citizens' Center Monday afternoon. Approximately 25 center members and nearby residents attended.

Donald M. Gardner, senior electrical engineer for RTD's rapid transit department, and senior city planner Peter Broy, who heads the Planning Department's Regional Core Rapid Transit Project unit, were on hand to discuss the preliminary phase of an attempt to secure federal funds to partially finance an experimental rapid transit system within the Regional Core—a heavily-congested and densely-populated area with nearby freeways. The Regional Core includes downtown Los Angeles, the Miracle Mile, Beverly-Fairfax, West Hollywood, Hollywood, and North Hollywood.

Federal funds are available through the Department of Transportation's Urban Mass Transit Administration. Before any construction is funded, intense analysis of rapid transit alternatives must be studied thoroughly by all planning agencies involved—in this case, transportation and planning agencies from the state, the City and County of Los Angeles, and the RTD, explained Marvey Chapman, an RTD community relations representative who is working on the project and attended meeting.

Eighty percent of the rapid transit experiment would be financed by the federal government. In 1974, citizens voted to divert a portion of gas taxes for rapid transit purposes; this would constitute the state's 10-percent

to upgrade service

contribution. Where the remaining 10 percent would come from is not determined, but the project probably would be funded by the County and City of Los Angeles.

Eleven proposals outlined

Broy and Gardner outlined 11 proposals: five are a combination of subway-elevated bus transportation with improved express street bus service. Five others call for express bus service with exclusive bus lanes. A final recommendation is doing nothing, and leaving service as is.

Various alternatives for each proposal are offered. To provide subway service, tunnels 60 feet deep could be constructed by using advanced "deep-bore" tunneling techniques and equipment. Traffic does not need to be diverted on streets which experience heavy congestion,

such as Fairfax or Wilshire Boulevards.

Some residents expressed doubts about underground subways and wondered about the danger in the event of earthquakes. RTD's Don Gardner told the audience seismological studies were done by the Lindval Richter firm (which maintains the Richter scale). The studies determined the deep-bore and cut and cover techniques would be the safest methods of construction. Soil conditions are excellent for a subway, he added. Gardner also said the Richter studies pointed out the safest place to be during an earthquake is underground. Special noise baffles are installed to minimize the amount of noise emitted by the subway's operation.

In places where subways would be inconvenient, elevated transit service would be provided, using buses or trains. Chapman explained by using the combined subway-elevated transit service, passengers could be transported from the Beverly-Fairfax area to downtown in approximately 10 minutes. It would take about 22 minutes if improved bus service were implemented. Currently, it takes about 45 minutes to make the trip.

Five bus alternatives also were described during the Monday afternoon meeting. One calls for the creation of an exclusive, elevated busway operating in the Wilshire Boulevard-La Brea Avenue area. Also suggested for the same area is special median lanes for buses, running in the middle of the street.

Los Angeles, Calif.
Pico Post
(Cir. W. 33,925)

MAR 16 1978

Allen's P. C. B Est. 1888

HILLS POST - CENTURY CITY - HOLLYWOOD

RTD future

Continued from Page A1 ¹¹³⁹

Gardner pointed out an estimated 400,000 passengers use the bus today in the Regional Core; annual operating costs are \$81 million. In 1990, it is anticipated the demand for bus transportation in the Regional Core will exceed 650,000. If an estimated 250,000 cannot travel by bus, use of individual cars will create more pollution and waste more gasoline. To operate a bus and rail system would cost about \$109 million annually, compared to \$123 million to have upgraded bus service in 1990, Gardner emphasized.

A 17.7-mile bus and rail route from the Wilshire-Fairfax area to downtown would carry an estimated 279,000 passengers each day, and 211,000,000 annually.

Construction costs

When it came to explaining construction costs, the figures were mind-boggling to the senior citizens attending the afternoon meeting. The attitude of many was, "We're not going to be here in 10 years or so. The young people of today have their own automobiles and, rarely, if ever, use the bus. Why should we have such a system that will cost so much?"

Costs of alternatives vary, but all are upwards of \$500,000,000. Although 80 percent would be paid by the federal government, whichever project is chosen still would mean millions of dollars paid by the state and local governments. Additionally, if express bus service utilizing special busways is chosen instead, it still will require over \$530,000,000 annually to maintain.

For those unable to attend previous meetings, a final session begins at 7:45 p.m., tonight in the Great Hall of Plummer Park, 1200 N. Vista St. in West Hollywood.

Figures support rail route

By MICHAEL COATES

As expected, preliminary estimates of patronage and operating costs for the various rapid transit alternatives being considered for the "Wilshire-La Brea corridor" generally support advocates of a rail transit system.

Figures compiled by the Southern California Rapid Transit Department comparing five rail and five bus alternatives (and one alternative of no change in present service) for the transit starter line were released for this week's public meetings conducted by the city Planning Department.

The meetings continue on Saturday, March 4, at 1 p.m. at Councilman Joel

Wachs' field office, 12457 Ventura Blvd., Studio City, on Monday, March 6, at Fairfax Senior Citizens Center, 7929 Melrose Ave., at 1 p.m., and Thursday, March 16, at Plummer Park's Great Hall, 1200 N. Vista St., at 7:45 p.m.

The starter route is aimed at transporting commuters from the San Fernando Valley through Hollywood to Wilshire Boulevard and to downtown.

Expected peak-hour patronage on the five rail transit alternatives (which range from 8-18 miles long) runs from 188,000 to 279,000, compared to 28,000-265,000 for bus alternatives and 15,000 on the current

(Continued on Page 5)

bus operations. The high figure for bus patronage is on the proposed Wilshire-La Brea busway, which would be an elevated busway to provide service comparable to a rail system.

Annual operating costs of the various alternatives range from \$109 to \$123 million, with rail (all of which also use bus feeder lines in varying degrees)

generally cheaper than all-bus lines. The current annual operating costs of Wilshire-Hollywood bus lines is \$81 million, or 65 cents per passenger.

On a cost-per-passenger basis, rail transit also produces low figures, varying from 53-56 cents, compared with the bus alternatives at 58-62 cents.

Capital (construction and equipment) costs are where the bus routes are seen to be favorable to rail. The four most extensive rail alternatives would cost from \$1.3 to \$1.6 billion. A fifth alter-

native would cost \$1.2 billion for an eight-mile rail route, but it is proposed that it be supplemented by a \$530 million busway along the Hollywood Freeway.

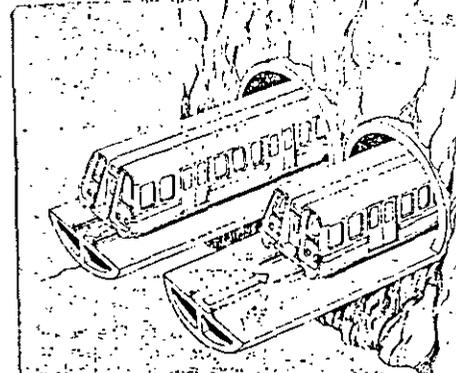
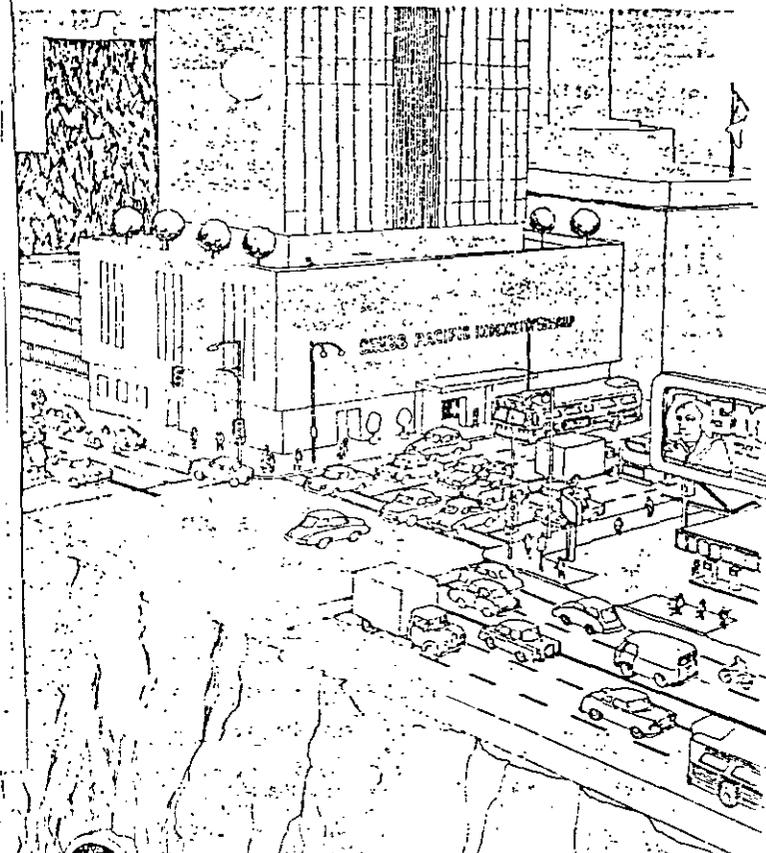
The busway also is proposed as an addition to all five bus alternatives, pushing each of their costs over \$1 billion, but less than rail costs.

About 80 per cent of capital costs are expected to be funded by the federal government, with the remaining 20 per cent divided between the state and local governments.

The Planning Department also noted that the "do nothing" alternative "would result in an unsatisfied demand for transit service for 87 million passengers in 1990."

This article appeared in:
Los Feliz Hills News
The Wilshire Press
Hollywood Independent

March 4, 1978



SUBWAY ALTERNATIVE
WILSHIRE BLVD. AT VERMONT

SUBWAY PLAN — One of the favored alternatives for rapid transit through the "Wilshire-La Brea corridor" is a subway system beneath Wilshire Boulevard. Figures gathered by the Southern California Rapid Transit District show a

rail system as being able to carry the greatest number of passengers with the least operating costs, although capital (construction and equipment) costs are higher than some of the bus alternatives being considered. (Jack Herlihy Drawing)

Van Nuys, Calif.
Valley News & Green Sheet
(Cir. 5xW. 270,000)

MAR 3 1978

Allen's P. C. B. Est. 1888

11 meetings scheduled on transit project proposals

The RTD and the city of Los Angeles have scheduled eight meetings over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects in the "regional core" area.

Those attending the meetings will be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles on Wilshire Blvd. and through Hollywood into the San Fernando Valley.

The only Valley meeting will be held at 1 p.m. Saturday in the offices of Councilman Joel Wachs, 12457 Ventura Blvd., Studio City.

At the meeting, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the traffic congestion in the corridor.

Artists' conceptions of how the various modes — deep tunnel, elevated busway, preferential bus lanes, — will be on display for citizens to examine and discuss.

Also to be discussed are the pros and cons of possible station locations and projected environmental and land use impacts on the community for each alternative.

The current series of meetings on the regional core proposals represents continuation of an effort begun last fall to keep the community abreast of transit planning developments. In the past few months, about 90 meetings have been held throughout the corridor, an RTD spokesman said.

In December of 1976, transit officials were authorized by the federal government to study various alternatives in the regional core area. Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared, circulated, and formal public hearings held.

It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided the local share of the cost, 20 percent, has been assured by that time, the spokesman said.

RTD meeting set

A public meeting on long-range rapid transit plans for the City of Los Angeles will begin at 1 p.m. Saturday, March 4, at 12457 Ventura Blvd., Studio City.

"This meeting is designed to gain public input on 11 transportation plan alternatives currently under study by the City of Los Angeles," said Los Angeles Councilman Bob Ronka.

Burbank Daily Review
March 2, 1978

Public Input Sought

New Major Transit Plan In The Works For L.A. Area

How do you get people out of their cars and into public transportation in the Los Angeles area — especially in remote areas such as Sunland-Tujunga?

"Upgrade public transportation, make it more convenient and competitive," answers Peter Broy, in charge of transit in the Department of L.A. City Planning:

A new major transportation plan is in the works again for the entire Los Angeles area. Only this time, explains Broy, there are many differences and maybe — just maybe, it will succeed.

The three major differences between the present concept and the many others that failed in the past are: one, they are seeking public input all along the way; two, some 80 percent of the money to build it is already available from the federal government; and three, this time all governmental agencies, L.A. City, County, SCAG, are united in their efforts.

At the moment, their main objective is simply to let the public know that such a plan is in the formulative stages.

There are four basic parts to the program under preliminary study. The first calls for refinements of the present bus system, including improved routing, and scheduling. This includes more local buses, freeway flyers and fringe parking lots in such areas as the northeast Valley.

The second part of the program would concentrate on such items as ramp metering, adding of exclusive bus/carpool lanes on freeways and construction of bus stations adjacent to the freeways.

The third element in the study is the downtown people

move. Los Angeles is one of four cities selected for such a study. Federal allocation for such a project is \$125 million. Construction cost is estimated at \$167 million. State and local governments would be asked to pay the difference.

The fixed guideway rapid transit represents another portion of the four part improvement plan. To be evaluated is a proposed segment of grade separated fixed-rail transit, not to exceed 17 miles through the most densely populated sector of Los Angeles from downtown into the San Fernando Valley.

Should a fixed rail system eventually be accepted, the possible Valley terminus would be built somewhere in the area of Vineland, Lankershim, and Chandler in North Hollywood. Feeder buses would be tied into the terminus from all over the Valley area, including the more remote Sunland-Tujunga area.

According to Broy, there is 80 percent funding from the federal government available for any system. He warns that if Los Angeles does not work out a solid proposal and

submit it, the money will go to some other city.

Coming up shortly is a round of public meetings to gather input on the preliminary plans, says Broy.

Possibly by June more definite cost information, preliminary EIR report and summary will be available covering the four elements.

Then more public meetings are planned.

Hopefully by next Fall will come the final recommendation. With 80 percent of funding coming from the federal government and 10 percent from the state, the local funding of 10 percent will have to be decided.

Broy estimates optimistically that if all goes well, whatever system is chosen could be operational in eight to ten years.

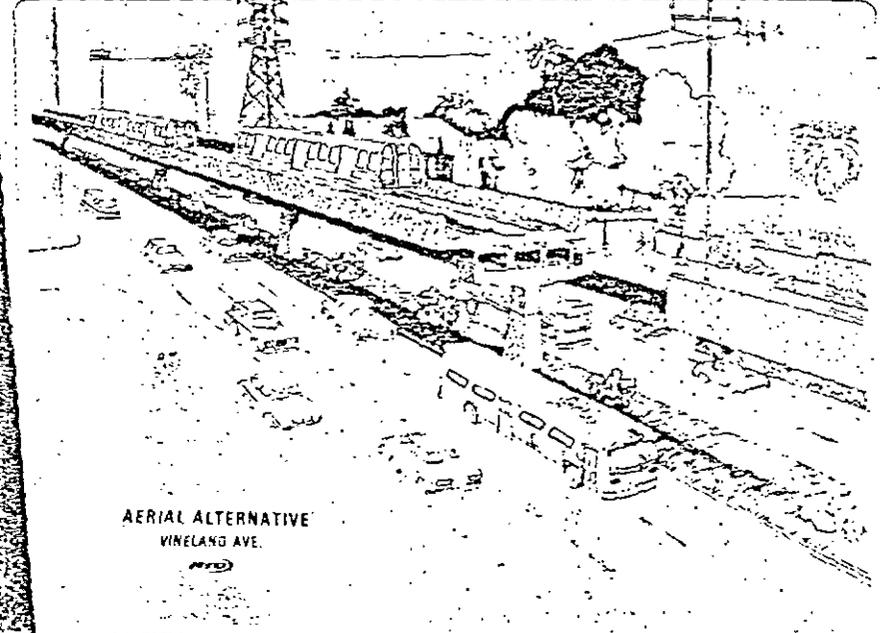
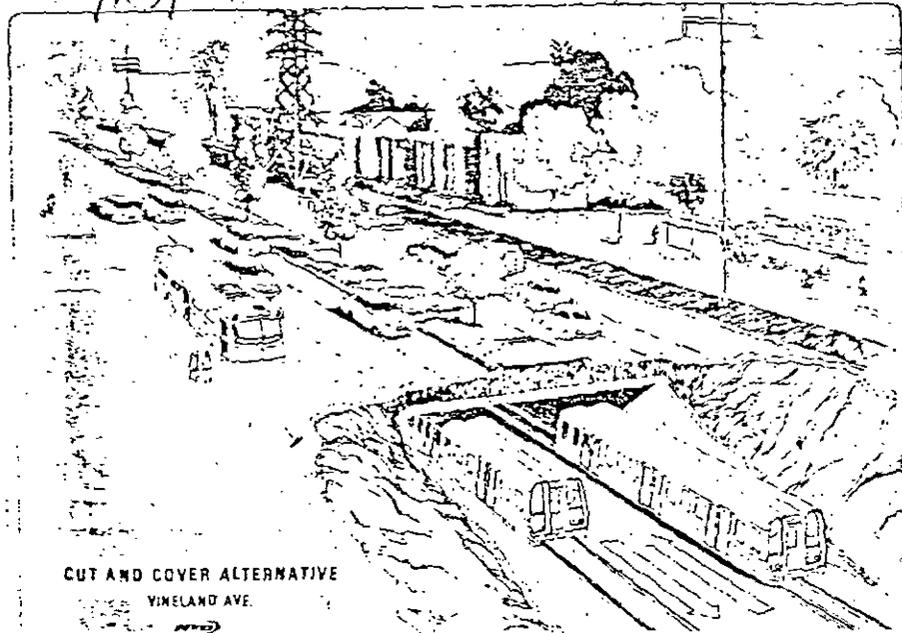
He emphasizes that all along the way they are seeking opinions from the public. Anyone who wishes to offer a suggestion is asked to contact the Regional Core Rapid Transit Element/Citizen Participation Program, in Room 508, City Hall, Los Angeles, 90012, telephone 485-3864.



SHOWING a preliminary plan for possible new rapid transit plan are Peter Broy, head of the transit section of the L.A. City Planning Department and Marvey Chapman, community relations representative for RTD. Possible North Hollywood terminus is in

Record Ledger
Tujunga, Calif.
March, 1978

RTD Sets Meetings On Rapid Transit Project



CUT AND COVER ALTERNATIVE — an artist's conception of one possible solution to Los Angeles' traffic problems.

AERIAL ALTERNATIVE, above, will be among rapid transit projects to be discussed at RTD public meeting Saturday, March 4, 12457 Ventura Blvd.

A meeting at Councilman Joel Wachs' field office, 12457 Ventura Blvd., Studio City, Saturday, Mar. 4, 1 p.m. is among eight such meetings that the RTD and the City of ~~Ventura~~ have scheduled over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects. Those attending the meetings will be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles out Wilshire and up through Hollywood into the San Fernando Valley.

At the meetings, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the heavy traffic congestion in the corridor. Artists' conceptions of the various modes—deep tunnel, elevated busway/preferential bus lanes, etc. will be on display for interested citizens to examine and discuss. Also to be discussed are the pros and cons of possible station locations

and projected environmental and land use impacts on the community for each alternative. The current series of meetings on the regional core proposals represents continuation of an effort, begun last fall to keep the community abreast of transit planning developments. In the past few months, about 90 meetings have been held throughout the corridor. In December of 1976, transit officials were authorized by the federal government to study various alternatives in the regional core area.

Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared and circulated, and formal public hearings will be held. It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided that the local share of the cost, 20 percent, has been assured by that time. For further information on the transit meetings, contact Marvey Chapman at 972-4641, or Peter Gray at 385-4864.

Tujunga, CA
(Los Angeles Co.)
Valley Scene

MAR 2 1978

Allen's P. C. B. E.

11 meetings scheduled on transit project proposals

The RTD and the city of Los Angeles have scheduled eight meetings over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects in the "regional core" area.

Those attending the meetings will be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles on Wilshire Blvd. and through Hollywood into the San Fernando Valley.

The only Valley meeting will be held at 1 p.m. Saturday in the offices of Councilman Joel Wachs, 12457 Ventura Blvd., Studio City.

At the meeting, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the traffic congestion in the corridor.

Artists' conceptions of how the various modes — deep tunnel, elevated busway, preferential bus lanes, — will be on display for citizens to examine and discuss.

Also to be discussed are the pros and cons of possible station locations and projected environmental and land use impacts on the community for each alternative.

The current series of meetings on the regional core proposals represents continuation of an effort begun last fall to keep the community abreast of transit planning developments. In the past few months, about 90 meetings have been held throughout the corridor, an RTD spokesman said.

In December of 1976, transit officials were authorized by the federal government to study various alternatives in the regional core area. Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared, circulated, and formal public hearings held.

It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided the local share of the cost, 20 percent, has been assured by that time, the spokesman said.

Van Nuys, Calif.
Valley News & Green Sheet
(Cir. 5xW. 270,000)

MAR 3 1978

Rapid Transit at U&EA March 15

Just what is happening with that whopping 125 million dollar federal grant allotted to Los Angeles for the development of a regional transportation system? Come hear two representatives of the Southern California Rapid Transit District discuss what lies in the future for L.A. at the Wednesday, March 15 noon meeting of the Urban & Environmental Affairs Committee.

The guest speakers are Richard Gallagher, RTD's manager and chief engineer and Lou Collier, a community relations representative from the transit district, who will outline the four-element plan of the new transportation program.

The discussion will provide an over-

view of the RTD program and its emphasis of the Regional Core Transit Element which proposes a rapid transit system that links downtown L.A. with the Wilshire Corridor and the San Fernando Valley.

Gallagher, who is the originator of the L.A. - El Monte Exclusive Busway Concept, will address himself to the technical aspects of the program. Collier will cover the subject from the standpoint of political ramifications exposing both the pros and cons of the various transit alternatives.

Make reservations for this important meeting in the Chamber by calling Chairman Bill Ostrander (Southern California Edison) at 572-1032.

Los Angeles, Calif.
Headlines, Jr. Chamber
of Commerce
(Cir. 2xM.)

MAR 6 1978

Transit meetings slated

Meetings to discuss detailed information on 11 proposed rapid transit systems for the Wilshire-La Brea corridor (which runs from downtown through Wilshire and Hollywood to the San Fernando Valley) have been scheduled in the local area.

Figures on the costs of comparative routes, projected patronage and artists' conceptions will be given out.

Times and locations:

— Tuesday, Feb. 28, at Hollywood USO Building, 1641 N. Ivar Ave., at 2 and 7 p.m.;

— Wednesday, March 1, at Parklambert Towers, Bridge Club Room, 351 S. Fuller Ave., at 2 p.m.;

— Saturday, March 4, at Councilman Joel Wachs Field Office, 12457 Ventura Blvd., Studio City, at 1 p.m.;

— Monday, March 6, at Fairfax Senior Citizens Center, 7929 Melrose Ave., at 1 p.m.; and

— Thursday, March 16, at Plummer Park, Great Hall, 1200 N. Vista St., at 7:45 p.m.

Los Feliz Hills News
Feb. 23, 1978

Los Angeles Herald Examiner, Mon., Feb. 27, 1978

RTD Schedules Project Meetings

The Southern California Rapid Transit District has scheduled eight meetings during the next several weeks to give local residents information on 11 proposed rapid-transit projects.

The transit projects would be implemented in a regional core area that extends west from downtown Los Angeles along Wilshire, through Hollywood and into the San Fernando Valley. The projects include designation of special bus lanes on roads and freeways, tunnel construction and elevated busways.

Information on the meetings can be obtained by calling Marvey Chapman at 972-6641 or Peter Broy at 385-4864.

Burbank, CA
(Los Angeles Co.)
Daily Review
(Cir. D. 11,263)

MAR 2 1978

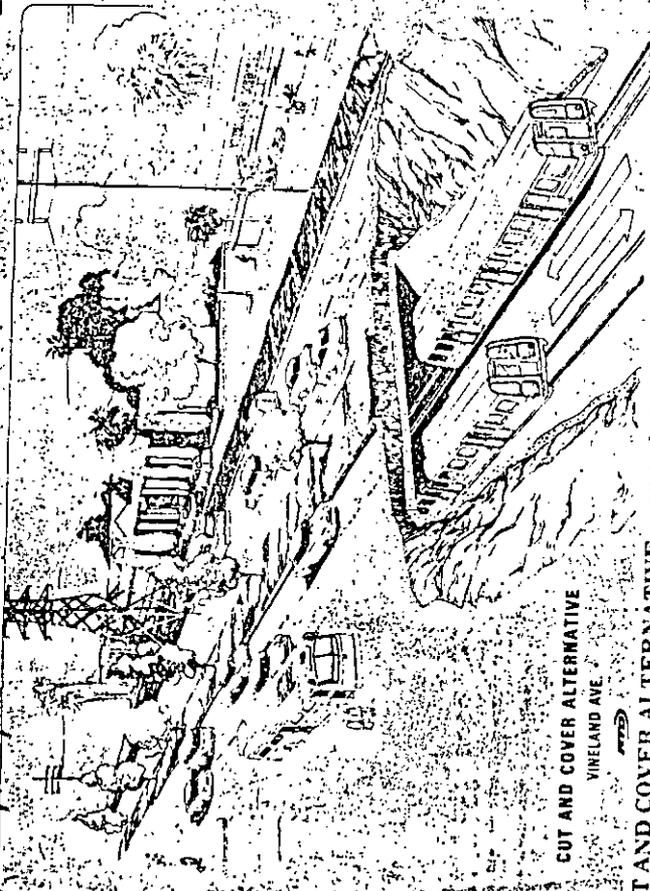
Allen's P. O. B. Est. 1886

RTD meeting set

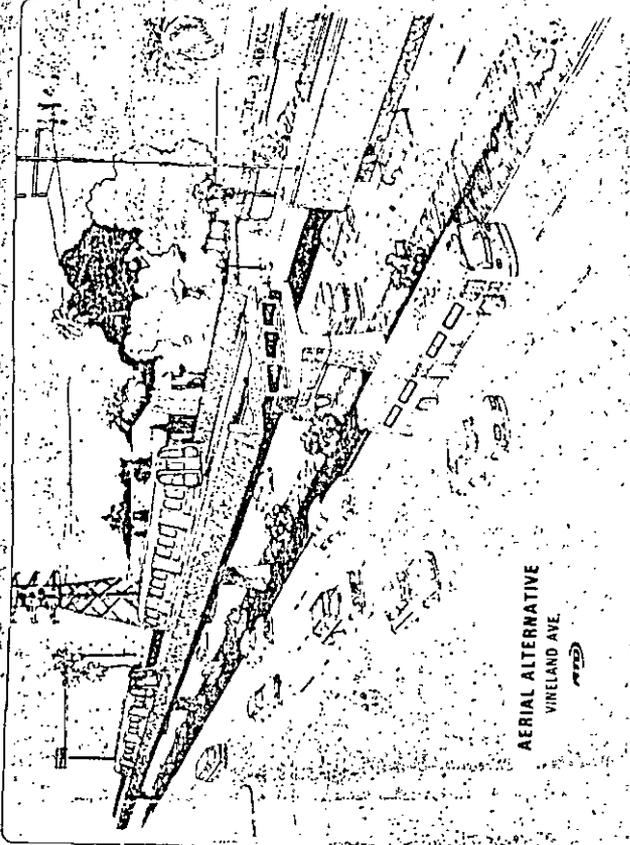
A public meeting on long-range rapid transit plans for the City of Los Angeles will begin at 7 p.m. Saturday, March 4, at 12457 Ventura Blvd., Studio City.

"This meeting is designed to gain public input on 11 transportation plan alternatives currently under study by the City of Los Angeles," said Los Angeles Councilman Bob Ronka.

RTD sets Meetings On Rapid Transit Project



CUT AND COVER ALTERNATIVE — an artist's conception of one possible solution to Angeles' traffic problems.



AERIAL ALTERNATIVE, above, will be among rapid transit projects to be discussed at RTD public meeting, Saturday, March 4, 12457 Ventura Blvd.

A meeting at Councilman Joel Wachs' field office, 12457 Ventura Blvd., Studio City, Saturday, Mar. 4, 1 p.m. is among eight such meetings that the RTD and the City of Los Angeles have scheduled over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects. Those attending the meetings will be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles out Wilshire and up through Hollywood into the San Fernando Valley.

At the meetings, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the heavy traffic congestion in the corridor.

Artists' conceptions of the various modes—deep tunnel, elevated busway, preferential bus lanes, etc. will be on display for interested citizens to examine and discuss.

Also to be discussed are the pros and cons of possible station locations

and projected environmental and land use impacts on the community for each alternative.

The current series of meetings on the regional core proposals represents continuation of an effort begun last fall to keep the community abreast of transit planning developments. In the past few months, about 90 meetings have been held throughout the corridor.

In December of 1976, transit officials were authorized by the federal government to study various alternatives in the regional core area.

Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared and circulated, and formal public hearings will be held. It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided that the local share of the cost, 20 percent, has been assured by that time.

For further information on the transit meetings, contact Marvey Chapman at 972-6641, or Peter Broy at 385-4864.

Tujunga, CA
(Los Angeles Co.)
Valley Scene

MAR 2 1978

Allen's P. C. B. Est. 1888

Public to Hear Of RTD Project

Meetings seeking comments from residents on rapid transit will be held this month by Southern California Rapid Transit District.

Residents will see renderings of elevated busways, deep tunnels and other alternative transit plans and will discuss possible station locations, land use impact, ridership and costs.

On March 6 at 1 p.m. the RTD program will be held at the Fairfax Senior Citizen Center, 7929 Melrose Ave. and on March 16 at 7:45 p.m. at Plummer Park, 1200 N. Vista. A meeting was also held March 1 in Parklabrea.

Los Angeles, Calif.
Wilshire Center's
Larchmont Chronicle
(Cir. M: 15,050)

MAR 1978

Los Angeles Herald Examiner, Mon., Feb. 27, 1978

RTD Schedules Project Meetings

The Southern California Rapid Transit District has scheduled eight meetings during the next several weeks to give local residents information on 11 proposed rapid-transit projects.

The transit projects would be implemented in a regional core area that extends west from downtown Los Angeles along Wilshire, through Hollywood and into the San Fernando Valley. The projects include designation of special bus lanes on roads and freeways, tunnel construction and elevated busways.

Information on the meetings can be obtained by calling Marvey Chapman at 972-6641 or Peter Broy at 385-4864.

Probe transit options here

One of eight meetings to give information on 11 proposed rapid transit projects will be held at 2 p.m. March 1 in the Bridge Club Room, 351 S. Fuller Ave., in Parklarea.

At the meeting, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the heavy traffic congestion in the Wilshire corridor.

Artists' conceptions of how the various modes—deep tunnel, elevated

busway, preferential bus lanes, etc.—will be on display for interested citizens to examine and discuss.

Also to be discussed are the pros and cons of possible station locations and projected environmental and land use impacts on the community for each alternative. The current series of meetings on the regional core proposals represents continuation of an effort begun last fall to keep the community abreast of transit planning developments.

In December of 1976, transit officials were authorized by the federal government to study

(Continued on page 8)

Los Angeles, CA
(Los Angeles Co.)
Park La Brea News
(Cir. W. 4,578)

FEB 23 1978

Allen's - P. C. B. Est. 1888

Transit hearing scheduled

(Continued from page 1)

various alternatives in the regional core area.

Following this and succeeding rounds of community meetings, a draft

environmental impact report will be prepared, circulated, and formal public hearings held.

It is hoped a grant application to finance the

agreed-upon project can be filed with the federal government late this year, provided the local share of the cost, 20%, has been assured by that

time.

For further information on the transit meetings, contact Marvey Chapman at 972-6641 or Peter Broy at 385-4864.

RAPID TRANSIT PROJECT

PAGE

The RTD and the City of Los Angeles have scheduled eight meetings over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects in the "regional core" area. Those attending the meetings will

be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles out Wilshire and up through Hollywood into the San Fernando Valley.

The times and locations include:

Tuesday, February 28 — Hollywood U.S.O. Building, 1641 North Ivar Avenue, Hollywood. Afternoon meeting: 2 p.m. Evening meeting: 7 p.m.

Wednesday, March 1 — LaFayette Park Senior Citizens Center, 625 South LaFayette Park Place, Los Angeles. Afternoon meeting: 3 p.m. Evening meeting: 7 p.m.
— Park LaBrea Towers, Bridge Club Room, 351 South Fuller Avenue (Basepoint Area), Los Angeles. Afternoon Meeting: 2 p.m.

Saturday, March 4 — Councilman Wachs Field Office, 12457 Ventura Blvd., Studio City. Afternoon meeting: 1 p.m.

Monday, March 6 — Fairfax Senior Citizen Group, 7929 Melrose Avenue (at Hayworth Avenue) Los Angeles. Afternoon meeting: 1 p.m.

Thursday, March 16 — Plummer Park — Great Hall, 1200 North Vista, Los Angeles. Evening meeting: 7:45 p.m.

At the meetings, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study

as possibilities to relieve the heavy traffic congestion in the corridor.

Artists' conceptions of how the various modes — deep tunnel, elevated busway, preferential bus lanes, etc. — will be on display for interested citizens to examine and discuss.

Also to be discussed are the pros and cons of possible station locations and projected environmental and land use impacts on the community for each alternative.

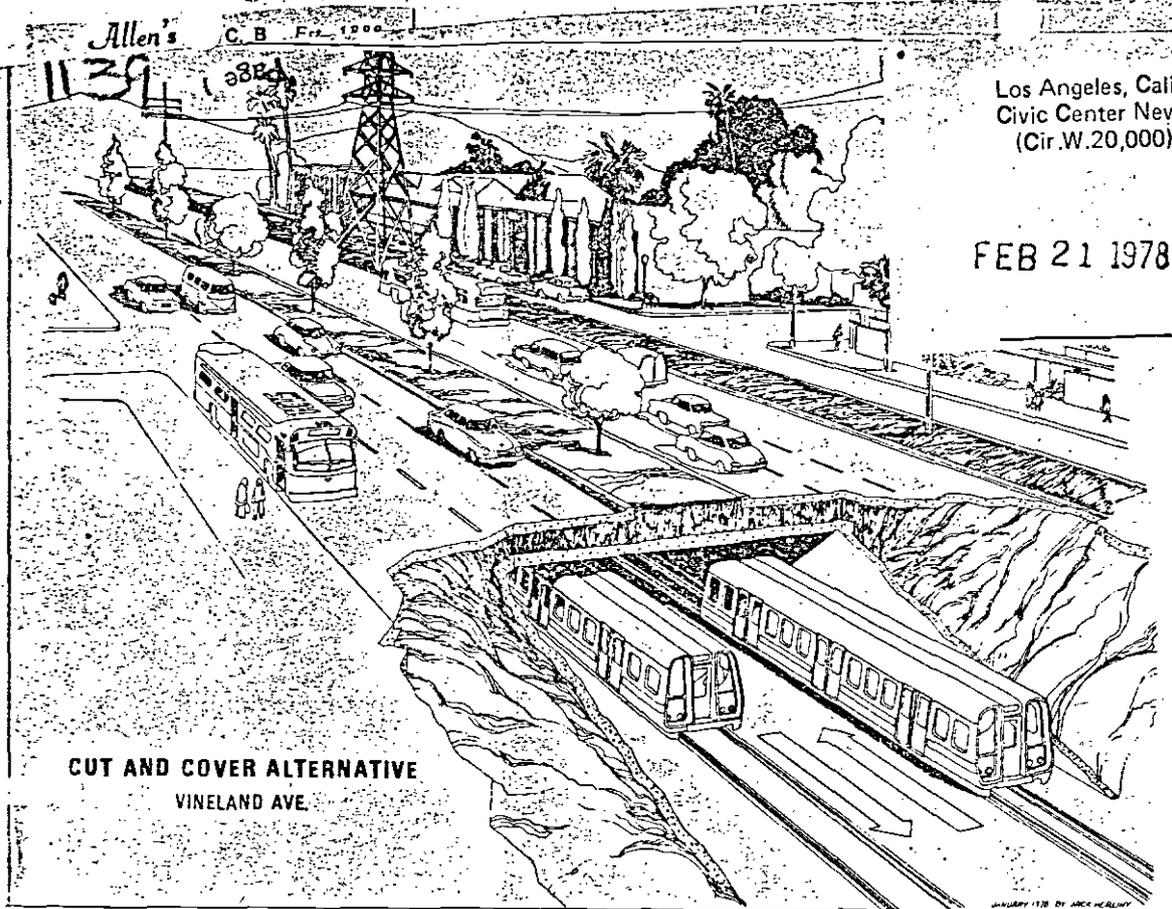
The current series of meetings on the regional core proposals represents continuation of an effort begun last fall to keep the community abreast of transit planning developments. In the past few months, about 90 meetings have been held throughout the corridor.

In December of 1976, transit officials were authorized by the federal government to study various alternatives in the regional core area. Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared, circulated, and formal public hearings held. It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided the local share of the cost, 20%, has been assured by that time.

For further information on the transit meetings, contact Marvey Chapman at 972-6641 or Peter Broy at 385-4864.

Los Angeles,
(Los Angeles
Reporter
(Cir. W. 12,00

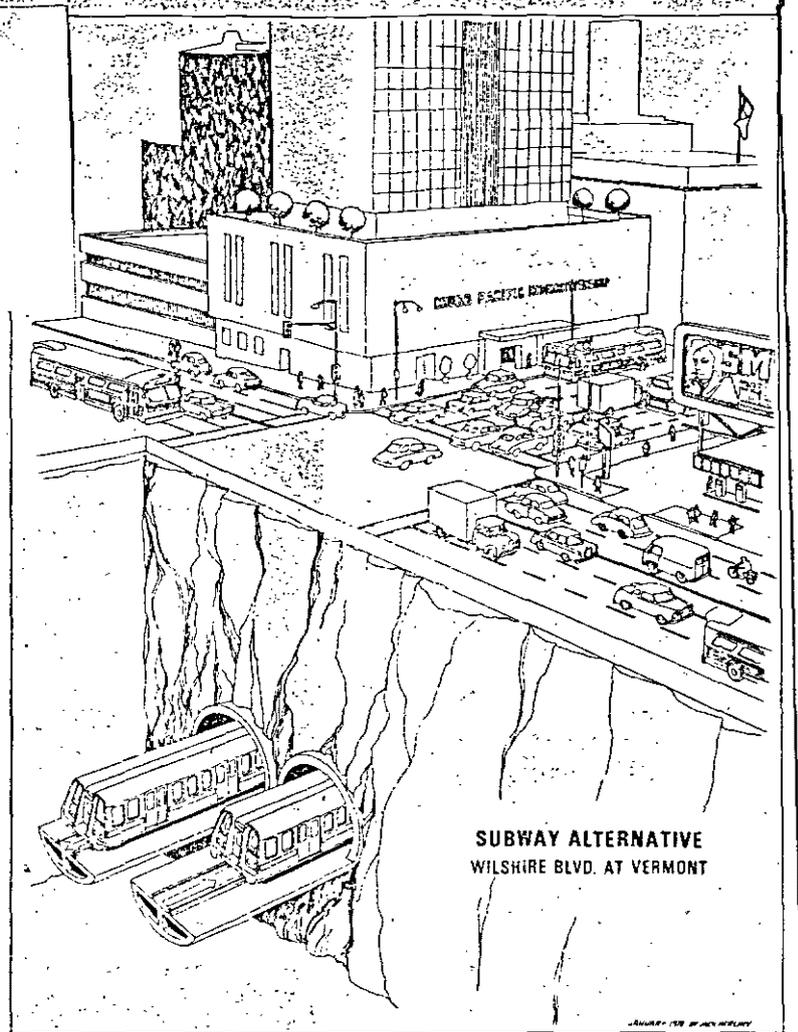
FEB 22 1977



CUT AND COVER ALTERNATIVE
VINELAND AVE.

Los Angeles, Calif.
Civic Center News
(Cir. W. 20,000)

FEB 21 1978



SUBWAY ALTERNATIVE
WILSHIRE BLVD. AT VERMONT

You Can Help Decide On Downtown Transit

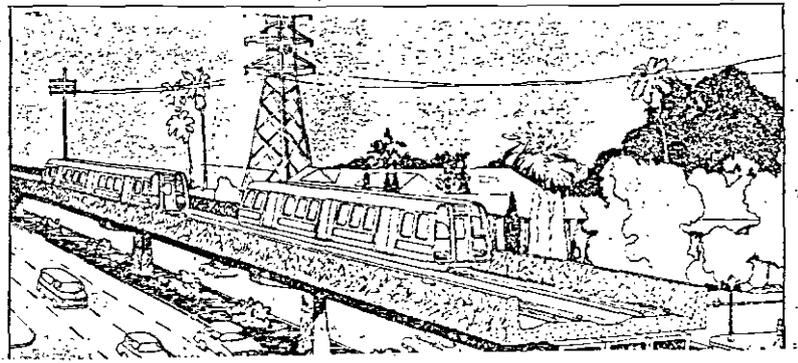
The RTD and the City of Los Angeles have scheduled eight meetings over the next few weeks to give local residents more detailed information on 11 proposed rapid transit projects in the "regional core" area. Those attending the meetings will be asked for their comments on the proposals for the regional core, which extends west from downtown Los Angeles out Wilshire and up through Hollywood into the San Fernando Valley.

Anges. Evening meeting: 7:45 p.m.

At the meetings, RTD and City Planning Department staff will have available ridership and capital cost and operating cost data on the 11 bus/rail and all-bus alternatives currently under study as possibilities to relieve the heavy traffic congestion in the corridor.

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Wednesday, March 1 at LaFayette Park Senior Citizens Center, 625 South LaFayette Park Place, Los Angeles. Afternoon meeting: 2:00 p.m. Evening meeting: 7:00 p.m. Also, Park La Brea Towers, Bridge Club Room, 351 South Fuller Avenue (Basement Area), Los Angeles. Afternoon meeting: 2:00 p.m.

Saturday, March 4 at Councilman Wachs Field Office, 12457 Ventura Blvd., Studio City. Afternoon meeting: 1:00 p.m.

Monday, March 6 at Fairfax Senior Citizen Group, 7929 Melrose Avenue (at Hayworth Avenue), Los Angeles. Afternoon meeting: 1:00 p.m.

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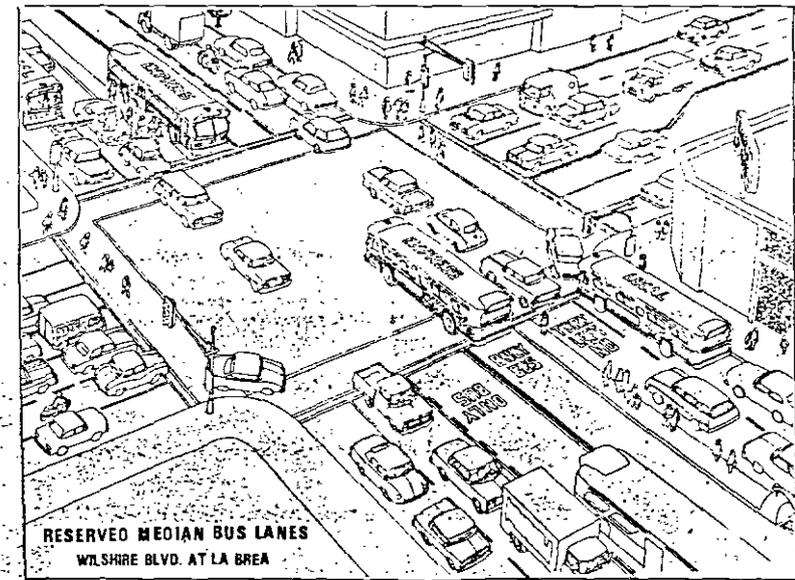
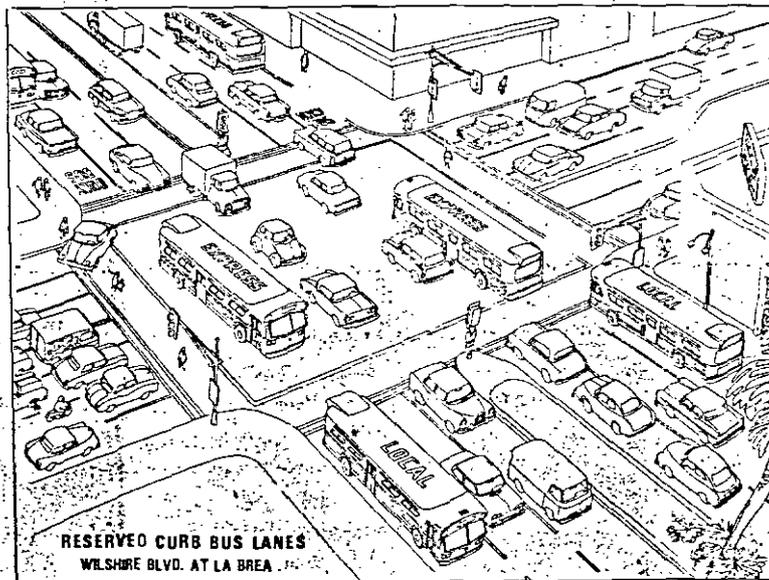
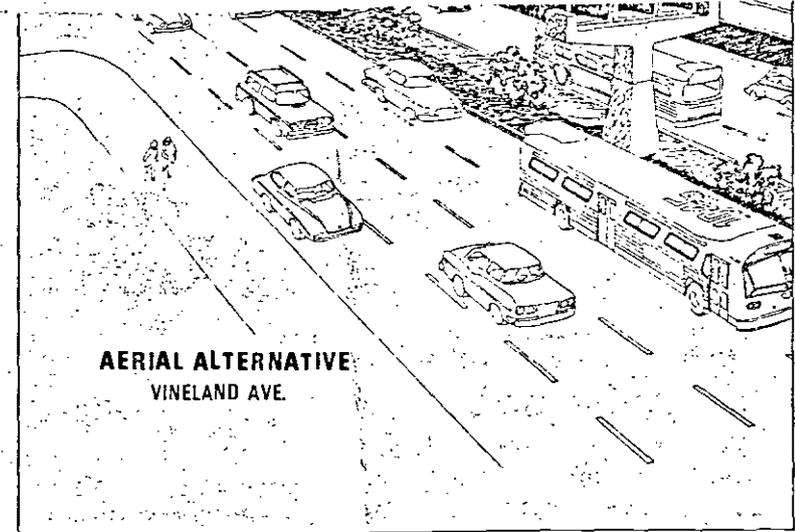
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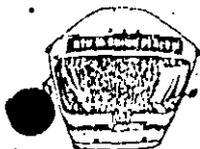
Also to be discussed are the pros and cons of possible station locations and projected environmental and land use impacts on the community for each alternative.

The current series of meetings on the regional core proposals represents continuation of an effort

core area. Following this and succeeding rounds of community meetings, a draft environmental impact report will be prepared, circulated, and formal public hearings held. It is hoped a grant application to finance the agreed-upon project can be filed with the federal government late this year, provided the local share of the cost, 20%, has been assured by that time.

For further information on the transit meetings, contact Marvey Chapman at 972-6641 or Peter Broy at 385-4864.





RTD NEWS

RTD 0014

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
425 South Main Street, Los Angeles, California 90013
(213) 972-6323

Contact: Mike Barnes

1/30/78

FOR IMMEDIATE RELEASE

RTD GENERAL MANAGER CALLS FOR
RAIL SYSTEM IN WILSHIRE AREA.

RTD General Manager Jack R. Gilstrap says new study data "overwhelmingly support" a rapid rail subway transit system in the Wilshire District of Los Angeles.

"Our studies have found that it is simply not feasible, practical, nor cost effective to provide an all-bus service equal to that of rail rapid transit," Gilstrap said.

Gilstrap's comments were contained in a speech he delivered January 26 in Honolulu to an "Urban Mass Transit Seminar" sponsored by the State of Hawaii. The RTD general manager was a guest of Hawaiian officials who are involved in a public transit planning situation similar to that in Los Angeles -- whether expansion of a present all-bus operation is the answer or if moving to a balanced system of bus and rail elements is more suitable.

Gilstrap pointed out that currently, 318,000 passengers a day ride buses in the so-called "Regional Core" area of Los Angeles -- that area from downtown out Wilshire and up through Hollywood into the San Fernando Valley.

more--

1st Add

He added that data provided by others forecasts a doubling of public transit ridership in the metropolitan area by 1990, which, in the Regional Core, translates to 650,000 to 700,000 passengers a day. An estimated 265,000 of these would ride on a Wilshire subway line, with a peak hour ridership of 14,000 riders an hour in one direction.

"In order to carry that many people in buses, there would have to be a bus along Wilshire every 27 seconds," Gilstrap said. "To even attempt this, buses would have to be on their own elevated structure, which would have a tremendous adverse environmental impact in a high population density area such as Wilshire."

The RTD official said that in later years as demand required the capacity of the rapid transit line can be increased to 30,000 to 40,000 passengers per hour in one direction by reducing the time between trains from four minutes to two. In Toronto, Canada, a 12½-mile stretch of subway is currently moving in excess of 34,000 people per hour in peak periods.

Gilstrap said that in comparing costs, a bus rapid transit system in elevated configuration over a 17.4-mile stretch would be \$875 million. A 15.5-mile subway would cost just over \$1 billion. Both estimates include vehicles.

more--

2nd Add

"We estimate, however, that favorable labor and equipment maintenance ratios and other benefits for rail rapid transit users would offset the bus capital cost advantage well within 15 years," Gilstrap said.

He added that neither an all-bus nor an all-fixed guideway solution is a relevant solution; that the answer for Los Angeles is a balanced system that provides different and appropriate service in different urban situations.

Public forum

Expert discusses reader's claims concerning rapid transit

In reply to Allan Caplan's letter about Rapid Transit (Valley News, Jan. 14) he laments, and rightly so, the demise of rail transit service in the Los Angeles area. However, in his enthusiasm, Mr. Caplan makes some rather bold claims that deserve further discussion and exploration.

Electrical requirements — Calculations show approximately 36,000 kilowatts would be required if all 15 six-car trains of a 15-mile line to the Valley would be running at the same instant with none stopped at a station.

On Thursday, Jan. 12, 1978, the DWP peak load was nearly 2,800,000 kilowatts. Therefore, the above transit peak load of 36,000 kilowatts would only be 1.3 percent of the total peak demand for the entire city of Los Angeles, so the transit load would not require any additional generating capacity.

Cost per ride — The operating cost for a rail line has been calculated at about \$2 per car-mile for a 15-mile route from the central business district out Wilshire and into North Hollywood. Therefore, a six-car train operating 15 miles would cost \$180 for the trip. There are about 450 seats in a six-car train, so the operating cost per seat would be 40 cents.

In the peak hours, with standees, each car could carry 165 passengers or 990 in the train, and then the operating cost per passenger would be 18 cents. Compare this with an RTD bus running along the same line, now costing approximately \$1.90 per bus mile to operate. The operating cost per seat for the 15-mile trip would be 60 cents — half again as much as the rapid transit train.

During peak hours, with 47 seated and 23 standing the cost per passenger would be 41 cents, over twice as much as the train. Therefore, the choice isn't whether or not to build rapid transit, but rather which mode, rail or bus, can carry heavy passenger loads most efficiently along the most heavily traveled corridors through the most densely populated areas of the community.

Along such corridors, high speed rail rapid transit is far superior in all respects to buses (safety, dependability, reliability, cost savings and time savings).

Costs — The current cost of the 15-mile starter line to the Valley is estimated at roughly \$1 billion — just about double what it was in 1968.

Our passenger data indicates there are about one million bus boardings per day and that there are about 500,000 persons who use the system per week, many taking two rides or more per day. This translates

to about \$2000 per system user — a far cry from the \$32,000 estimated by Mr. Caplan.

DONALD M. GARDNER
North Hollywood
Senior electrical engineer
for the SCR TD

Los Angeles, California
Wilshire Press
(Cir. W. 39,151)

JAN 21 1978

Allen's P. C. B. Est. 1888

Rail transit: Over \$1 billion

By MICHAEL COATES

Capital construction cost estimates for a rail rapid transit starter line for the Wilshire-La Brea corridor run as high as \$1.089 billion, according to figures released last week by the City Planning Department.

Estimates for five rail alternatives being considered by the Planning Department and the Southern California Rapid Transit District range from \$660 million for a nine mile line running from downtown along Wilshire Boulevard to San Vicente Boulevard to the high figure (\$1.089 billion) for an 18.4

mile route running from downtown along Wilshire to Fairfax, through Hollywood, and out to a station in the San Fernando Valley near Chandler Boulevard and Vineland Avenue. Cost estimates include costs of tunneling, easements, portals, turns, underpinning, crossovers, tunneling (\$14 million per mile), trackwork, propulsion power, tunnel lighting, stations (\$2-30 million each), a control center (\$13 million), yard and shop and parking facility.

Added on are 15 per cent for engineering and management costs and 20 per cent

more as a contingency figure. Route No. 1 originates downtown (plans suggest using Union Station as a terminal), runs 16.5 miles along Wilshire to La Brea where it turns north to Hollywood (a major station in the Selma and Las Palmas Avenues area is being considered), and continues through Cahuenga Pass to the valley terminal. It would have 15 stations and cost \$1.014 billion.

All routes and station locations are offered as general guidelines at present. Final decisions will be made when one route among

the 11 alternatives (five rail, five bus and one of no change) is chosen.

Route No. 2 runs similar to No. 1, but uses Fairfax Avenue as its link from Wilshire to Hollywood instead of La Brea. The 18.4 mile route would have 17 stations and cost \$1.089 billion.

Route No. 3 runs from downtown out Wilshire to Vermont, where it turns north to Hollywood Boulevard, where it proceeds west to the proposed Hollywood station and continues north to the valley station. It would have 14 stations and cost \$919

million.

Route No. 4 is an abbreviated version of No. 1, leaving out the leg from the Hollywood station north. It would have 13 stations and cost \$798 million.

Route No. 5 is an even more abridged plan, running straight from downtown out Wilshire to San Vicente Boulevard. It would have 11 stations and cost \$660 million.

A subway system, if chosen, is expected to have 80 per cent of its construction costs paid for by federal government funds. Another 10 per cent would be paid by the state, with local govern-

ment picking up the remaining 10 per cent.

Figures still to come analyze construction costs of the bus alternatives, annual operating costs and estimated patronage figures for all alternatives as well as peak-hour patronage projections.

Once all the different figures are gathered and into a brochure, the Planning Department will conduct another series of meetings with local residents and businessmen. The meetings will take place late February, according to Peter Broy of the Planning Department.

The San Fernando Valley, despite its large population, probably can't hope for the type of bus service provided in the greater Los Angeles area. However, there should be improvements, rather than the downward trend we have.

The "grid" system was a classic example of thinking without benefit of reasoning; or perhaps the planners made no effort beyond a year's operation since no miracle great enough to maintain life could have occurred.

The money spent in planning, in setting up the routes, in extra equipment, maintenance, etc., and especially in the tremendous increase in unionized manpower, with their inordinate and ever-increasing demands, doomed the grid plan from its inception, with its 20-minute service (deemed excellent in our Valley) and low fares.

Now we have more and more half-hour (or longer) service, discontinued lines, higher fares, practically day-to-day changes in schedules, routes, and bus stops — all making bus transportation undesirable.

Within the past few months, many of the bus route changes have made travel more inconvenient. For instance, for those living south of Chandler Boulevard only one bus line runs (each half-hour) on Van Nuys Boulevard. On Ventura Boulevard, the bus company reverted to its old plan of restricting service, along most of the route eastward, to downtown passengers.

Even though the scheduling of the 81 and the 35 buses had been quite close together, having the two lines available helped the many people needing the service.

It was inevitable, with the grid plan, that some unusually convenient routes were abandoned. One example was the old 90 line, which provided people in my own area with transportation to several important shipping, etc. areas, on a loop route. Now, in order to reach some of those places, it is necessary to take two or three buses.

Usually one just misses the connecting bus, so that one-half to one hour is usually wasted waiting for buses. Many people have given up bus travel for this and similar reasons.

L. ABBOTT
Sherman Oaks

Surprisingly enough Los Angeles and its neighboring counties and cities have been "spiderwebbed" with a potential fixed rail, mass rapid transit system for more than 40 years. The politicians have squandered well over \$2 million of taxpayers' money, taking "useless surveys for backbone corridors," to satisfy environmentalists, "carbon-copying" facts in file.

Those citizens who believe their vote doesn't amount to anything are the people who have delayed the progress of mass rapid transit. General Motors sells the majority of buses to the transportation companies, and the "big" oil companies supply the fuel that contaminates our air. Combined, these two giants clog our highways and are the strongest lobbyists against a good, fixed rail system.

Many people do not know that the Congress passed an act providing for the establishment of Amtrak, but Amtrak will not permit commuter trains to be run in their "subsidized" system; the answer to this public-defying statute, is for the voters to institute an initiative to force Amtrak, and the three major West Coast railroads to capitulate to commuter trains on their subsidized tracks.

If, and when a majority of voters cast a ballot for an amendment to the Rail Passenger Act, then Southern California can look forward to rapid commuter trains on established trackage, centering at Union Station, from more than 50 miles radius in all directions including Ventura County, Canyon Country, San Fernando Valley, Arroyo Seco, San Gabriel Valley, Orange County, and the West Coast beaches. Many "smaller" loop-commuter buses would service the trains at Union Station and at the depots in urban communities.

With trackage in "corridors" well-established for many years, the cost of putting such a system into operation would be less than one-quarter of a new monorail and people mover.

This whole plan was suggested to all concerned politicians when a new mass rapid transit system was first discussed several years ago, but there were too many political hurdles, red tape, and no compatible cooperation.

C.B. CONARD
Reseda

"Rapid Transit" has been studied to death in Los Angeles; it should be obvious to any rational thinking person, that having had the "finest interurban rail transit system in the world" (the red and yellow cars) go down the drain, any attempt to build a new system is as silly as trying to revive a dead horse. Yet political propagandists continue to bring this issue up time and time again.

The electrical requirements of a fixed rail system for Los Angeles would be so immense that a "new Colorado River" would have to be discovered to supply the power source; otherwise fossil fuel plants would produce more pollution than any system would save. The cost of each ride on a new system would run approximately \$6 per trip, with the rider paying a \$1 fare... the taxpayer the rest.

Any pay-as-you-go plan really means that the next three (or more) generations are committed — whether or not the system works, or whether it adds 1 percent or 10 percent to the sales tax! No rapid transit system constructed in the U.S. since World War II has been brought in within the projected budget, projected time, or with projected performance.

If constructed, all motoring citizens would be subjected to monumental traffic jams for the next eight years as a result of construction obstacles; thousands of small businesses would be bankrupted or forced to close, thousands of homeowners would lose their homes under eminent domain rights, and condemnation cases resulting would drag through the courts for the next decade.

Any rail system would be highly vulnerable to stoppages from strikes, both in the construction and operational phase, and finally the construction costs would be so staggering, that every working person in the city of Los Angeles could be supplied with a brand new Cadillac! Or every present rider of the RTD could be given a \$32,000 home!

The whole fallacy of the system is that only 5 percent of the people would use the system, while 95 percent of the public pay for it! ...

Motorists, as has been proven over and over, will not "give up" their cars for a "new system," and the experience of the BART system in Oakland proves that "rapid transit" only temporarily relieves traffic congestion.

ALLAN CAPLAN
Van Nuys

I doubt that there will ever be a reasonable rapid transit system in the Los Angeles area. It is, of course, a disgrace and a direct result of poor city planning years ago. The system which we should have today should have been developed 30 or more years ago then expanded gradually over the years as the area grew. Gradual expansion would have been at an affordable cost and, quite likely, paid for out of

the systems revenues rather from a public subsidy.

To develop any reasonable rapid transit system today would, costwise, be prohibitive especially if it were to be paid for by the individual citizen through added sales, gasoline, property or income tax. Not only would it be unfair for the many to pay for something that only the few will benefit but the mood of the taxpayers is not one of willingness to accept more financial burden.

I have been in Los Angeles for 25 years and have heard rapid transit proposed over and over. I have yet to hear a reasonable proposal.

H.O. KELLER
Northridge

Rapid transit! What rip-offs are financed in thy name!

For more than 50 years, to my personal knowledge, rapid transit has been the excuse for endless graphs and drafts on white drawing paper, not to mention the "grants" and "drafts" of green paper from the pockets of us hapless taxpayers to pay the pretentious planners.

In those far-off days, there was a lot of talk of a subway from Vineyard station of the Pacific Electric, in the vicinity of Venice and La Brea Boulevards, to downtown Los Angeles. Except for talk — and no one knows how much of what else — nothing came of it. Ever since, we have had more talk, been rooked of more money, and still have no rapid transit.

Had it not been for a conspiracy of the oil and automotive moguls to inflict their air polluting, costly (to us), but profitable (to them) buses on us, we should still have the clean, well patronized trolleys which the city of Pittsburgh, Pa. is bringing back to life.

Even though all the tracks and trolley wires hereabouts have long since been ripped up the sooner they are replaced, there will, in the long run (no pun intended) be a lot less to rip off.

JOHN B. TREITON
Northridge

Rapid transit: much too costly?

RAPID TRANSIT

Our Public Forum for Saturday, Jan. 14 will give our readers an opportunity to express their views on the long-standing sensitive rapid transit issue. There are many business and community leaders who are critical of the costly delays in the development of a system in the Greater Los Angeles area. On the other hand, various transportation experts refer to the complex problems involved — including the type of system that would be required to meet the varied topographical needs of the far-flung area. And of course, there are the ever-increasing costs of land, labor and material.

What are your opinions on the issue? Should public funds be spent to develop a fixed rail system, or should the emphasis be on the expansion of bus services in conjunction with our freeway routes?

Letters on this subject should be in the editor's hands no later than Thursday. The subject of this Saturday feature will change every week and will be announced on Fridays. But all correspondence must be in by Thursday of each week.

Meanwhile, on weekdays, Public Forum remains the Valley's voice — your voice.

Editor's Note: Our subject on rapid transit drew these detailed comments from some of our readers.

Rapid transit must play an important role in Los Angeles' public transportation picture, but it is recognized that, in itself, it is not the total solution.

An analysis of the region's transportation alternatives was completed in 1978 by SCRTO with the assistance of technical representatives from all other concerned local and State agencies. The two principal conclusions from this analysis are:

- Neither an all-bus nor an all-fixed guideway solution is a relevant option, as Los Angeles needs an integrated system, one which will provide different and appropriate service in different urban situations — that is a balanced transportation system.
- Because of Los Angeles' physical form and expansive freeway network, bus-on-freeway solutions — both on exclusive lanes and in non-exclusive lanes — may have significant applications.

So finally, after all these years, the region is moving toward a balanced transportation system. The current 4-Element Regional Transit Development Program is indicative of an awareness that over-reliance on a single modal system (the auto) threatens the area's economic and environmental well being.

It is essential that bus and rapid transit systems (complement and supplement) each other for maximum benefit to the users and the region as a whole, each one being used where it can render the highest level of service that each particular part of the region warrants, at the lowest total annual cost. In this auto-dominated area, I believe the fact is finally, but grudgingly, being accepted that in the more densely populated travel corridors, high capacity, fixed guideway rapid transit can provide the best service at the least cost.

I say that because one operator and a six-car rapid transit train can carry 1,000 people at one time, whereas it would take 14 buses and 14 drivers to carry that many passengers. And the name of the game in the transit industry is labor cost — for buses it runs about 75-80 percent.

In the more heavily traveled and congested corridors, the higher cost for construction of rapid transit is not the prime consideration, especially when it is gradually offset by lower annual operating costs. At the same time it can provide a much higher level of service with a much reduced environmental impact, plus increased safety and reliability!

But a large capital investment in rail rapid transit may not be justified for less densely populated travel corridors where buses can serve adequately and more economically.

Making all systems work together to meet this area's particular needs should be the goal for Los Angeles' transportation future.

RICHARD GALLAGHER
Manager and chief engineer

AUDIO
VIDEO
REPORTING
SERVICES

CLIENT RTD.
PGM Editorial
DATE 12-19-77
TIME 10:59 PM
STN KHJ TV, Ch. 9

ATTN: Alice Tolbert

T/D: 12-20-77

ANNOUNCER: And now here with a Channel 9 editorial is KHJ TV vice president and general manager Lionel Schaen.

LIONEL SCHAEN: In a previous editorial we questioned the feasibility of a proposed \$167 million downtown Los Angeles transit project. We asked is the cost of construction excessive? We say yes. The people mover will be a fixed 2.7-mile long elevated monorail. At around \$60 million per mile, it will make it one of the most expensive transportation systems in the nation. Also, is the people mover actually needed in the downtown area? Although at peak hours, traffic is most congested in the central city, poor communities like Venice, Pacoima, the Harbor, and East Los Angeles lack adequate transportation. It appears that our money can be spent more efficiently if we improve transportation in those underserved areas.

What about alternative transit systems for downtown Los Angeles? As a better concept, we feel non-polluting battery-powered minibuses using existing surface streets would save millions of dollars. The downtown area can be closed to automobile traffic during rush hours in order to facilitate exclusive rights of way for all buses on surface streets. Also, buses are flexible and are not tied to a fixed and permanent route.

If you have any comments concerning the downtown people mover system, please forward them to us.

ANNOUNCER: This KHJ TV editorial is presented in the interest of our listeners and viewers. Comments on our editorials are welcome and we recognize our obligation to broadcast opposing views by responsible spokesmen.

-2-

SECRET will try again 1139 for rapid transit system

From page 1

the county, they believe, would demonstrate that everyone would stand to benefit right away.

In 1974, voters outside the city of Los Angeles didn't know when, if ever, they would get any return on their investment.

"This time," said Gallagher, "we'll have something in it for the county, something in it for the city and something for the state. If they can't get together, God help them and us."

But before they can find out if they have satisfied enough voters, transportation planners have to satisfy enough politicians and that has been the downfall of rapid transit proposals before.

Just two years ago, billions of federal dollars slipped through Los Angeles' fingers as elected officials bickered over the most desirable route for a rapid transit "starter line."

Mayor Tom Bradley and many

city councilmen wanted to build a subway along Wilshire Boulevard while the Board of Supervisors pushed for an above-ground rail line from the Valley to downtown Los Angeles via Burbank and Glendale.

That difference of opinion has yet to be resolved but will have to be if a proposition is to be developed for the November ballot.

"The real problem hasn't been the technical people," Gallagher declared. "The problem is the politicians haven't gotten together."

If that has been a problem in the past, it could be more of one next year with yet another political body involved in the process — the countywide Transportation Commission created by the state legislature to oversee rapid transit development.

It is that commission which will have to place a measure on the ballot, although the RTD staff will do most of the technical work.

The tentative timetable calls for the commission to begin holding public hearings in June on a proposed ballot proposition.

Before then, planners will be meeting informally with local organizations to select the most attractive alternatives from among 11 proposals for moving commuter traffic between the Valley and the civic center.

Most of the alternatives under consideration include a combination of rail and high-speed bus service along Wilshire Boulevard and the Hollywood Freeway.

Gallagher said voters might find a short rail line of between eight and 15 miles more acceptable than the 232-mile network voted down in 1976.

If it proves successful, the initial leg could be extended across the Valley and into other parts of the city in subsequent years.

"It's more logical to start small," Gallagher said. "Let's hope the voters think so too."

Van Nuys, Calif.
Valley News & Green Sheet
(Cir. 5xW. 270,000)

DEC 17 1977

Allen's P. C. B. Est. 1888

SCRTD plans another pitch for transit system

By JOHN MARELIUS

Voters in Los Angeles County next year will probably get yet another opportunity — possibly their last — to approve a sales tax increase to finance development of a rapid transit system.

Southern California Rapid Transit District officials aren't quite ready to give up trying to win public approval of a transit system, but they feel they've tried just about everything.

"If it doesn't go this time, we might just end up stewing in our own congestion," said Dick Gallagher, manager of the district's rapid transit division.

After three unsuccessful attempts, the district hopes to go to voters again next November to ask for a sales tax increase for the construction and operation of a rapid transit system.

Although the tax increase would be the same as earlier proposals, RTD officials think they might have more success if they take a different approach, especially in the early stages.

So, district officials are meeting with various civic and community groups around the county to solicit ideas as to what sort of system might win public acceptance.

At the moment, what is expected to emerge is a proposal for a one-cent sales tax increase divided into two parts — one-half cent for a high-speed rail or bus line between the Los Angeles Civic Center and the San Fernando Valley and one-half cent for outlying areas of the county which could be used for freeway or surface street improvements or local bus service.

"It would have a little something for everyone," said Gallagher. "It just might go. If it doesn't, I don't know what would."

Such projects are the top priority of the federal Urban Mass Transit Administration which matches local dollars for acceptable projects four to one.

But to get those federal bucks, money has to be raised locally first and the only local revenue source which would raise money from those who would use the transpor-

tation system seems to be the sales tax.

Three times, RTD has asked for a sales tax increase to be earmarked for rapid transit and three times the voters have said no.

- In November 1968, Proposition A, a \$2.5 billion bond issue to be paid off by a one-half cent countywide sales tax, it went down to defeat with 55.3 percent of the votes against.

- In November 1974, a one-cent sales tax proposal was defeated with a 53.7 percent no vote.

- In June 1976, two one-half-cent sales tax increase propositions lost by almost identical margins of three to two.

The two most recent defeats were despite unsubstantial opposition.

The 1974 proposal did not specify how or where the money generated by the tax would be spent. To correct that perceived flaw, Supervisor Baxter Ward developed the 1976 proposal and spelled out in advance a 232-mile plan identifying exactly where the trains would run.

Still the voters didn't buy it.

Peter Broy, who heads the Los Angeles City Planning Department's rapid transit task force, said an efficient rapid transit system would save many people money in the long run because it would enable them to sell their second cars.

Another jump in gasoline prices, he maintained, would far outweigh the extra few cents a day in sales taxes to pay for rapid transit.

But these arguments have all been made before and the voters haven't responded. Why should next year be any different?

"We have to do a better selling job," said Broy, "and we think we're already beginning to do it."

Rapid transit boosters find some room for optimism in the fact that the 1974 proposition carried in the city of Los Angeles while going down to defeat countywide.

Earmarking portions of the sales tax revenues for different areas of

Please turn to page 3, col. 4

Los Angeles, California
Wilshire Press
(Cir. W. 39,151)

OCT 20 1977

Allen's P. C. B. Est. 1888

Rapid transit

Citizens to weigh PAGE 1 choices

Citizen comments and ideas on local rapid transit plans are being sought as never before, according to the city Planning Department and the Southern California Rapid Transit District.

Last week saw the first round of public meetings, with a second series taking place this week followed by a third round the second week in November.

The first group of meetings was primarily introductory in nature, with two members of the Planning Department explaining how the Wilshire-La Brea Corridor was chosen as the place to start rapid transit for Southern California.

Ten alternatives, each with several possible variations were presented to local residents who came out to the meetings at Gardner Street School and Hollywood Presbyterian Medical Center. They varied from a 15.5 mile subway or elevated rail line running from North Hollywood through Hollywood south to Wilshire on to downtown, to merely beefed up bus lines.

The city planners are taking down citizen comments and ideas and are also taking written suggestions. Local residents may obtain a postage-paid reply envelope and suggestion form by calling the Department of Citywide Planning, 485-3864.

Peter Broy of the Planning Department said this week's meetings were scheduled locally for Oct. 19, 7 p.m., Immaculate Heart High School Faculty Lounge, 2021 N. Western Ave.; and Oct. 20, 7 p.m., Community Room, Plummer Park, 1200 N. Vista Ave.

More cost details and discussion of the pros and cons of the alternatives are planned. Key points of discussion will be the cost effectiveness of various alternatives, patronage projections and environmental impact.

Broy noted it was the first time the city and the RTD have worked together to plan for rapid transit, and the first time citizens have been involved in the preliminary planning stages.

Hollywood, CA
(Los Angeles Co.)
Hollywood Independent
(Cir. W. 14,280)

OCT 6 1977

Allen's P. C. B. Est. 1888

Local transit meetings set

Hollywood and Los Feliz area residents will have the chance to take a first-hand look at public transportation improvements being considered for the area at two meetings the second week of October.

The city Planning Department will be conducting open public meetings at 7 p.m. on Oct. 11 at the Gardner Elementary School auditorium, 7450 Hawthorn Ave. (near Sunset Boulevard and La Brea Avenue), and Oct. 12 at 7 p.m. at the Hollywood Presbyterian Hospital auditorium, 1322 N. Vermont Ave.

The two Hollywood meetings are part of a series of meetings by the city and the Southern California Rapid Transit District to involve the community in the

transit planning process. The federal government has approved funds for examining the public transit needs in the area which extends from downtown to the Wilshire and Hollywood areas and north to the San Fernando Valley.

Initial proposals developed from previous studies and community participation programs will be presented at the meetings. Based on the discussion at the gatherings, other suggested plans will be evaluated.

An environmental impact study is being compiled as the community meetings proceed over the next few months, with a draft report published in the spring. Full public hearings will then be scheduled.

Transport Meetings Scheduled

Hollywood residents may hear about public transportation proposals and offer suggestions for the area in public meetings this week to be conducted by the City of Los Angeles Planning Dept.

Meetings are scheduled for 7 p.m. Tuesday in the Garner Elementary School auditorium, 7450 Hawthorne Ave., and at 7 p.m. Wednesday in the Hollywood Presbyterian Hospital auditorium, 1322 N. Vermont Ave.

The meetings are a part of a series being held by the city and the Rapid Transit District. The federal government has approved funds for examining public transit needs in the area extending from downtown to the Wilshire and Hollywood areas and north to the San Fernando Valley.

Wax 10/9/77

CONSUMER ADVOCATE

G. L. McD.

D.C.-Style Metro for Los Angeles?

BY ELLEN STERN HARRIS

Depending, in part, on the outcome of yet another study by the Southern California Rapid Transit District, the building of a Wilshire Blvd. subway may eventually take place. The SCRTD has a \$1.5 million grant (80% federal, 17% state and 3% RTD monies) to determine by mid-1978 the advisability of developing a subway and/or improved bus service beginning downtown on Wilshire Blvd.

From there, the route is proposed to move west along Wilshire to La Brea Ave., it would then proceed north, tunneling under the Santa Monica Mountains and re-emerging in the San Fernando Valley near Universal City. Among the more critical questions that will have to be resolved are how best to finance such a system.

It's not just the construction and equipment costs that are of concern. One of the major problems plaguing public transportation, nationwide, is how to finance most equitably the long-term operating and maintenance costs.

I've just come from riding on Washington, D.C.'s, fabulous new subway, the Metro. The subway stations are immaculate and beautiful, as are the comfortable trains. Tickets are purchased at automatic change-making machines and access to the boarding area is obtained by inserting one's ticket into a machine that releases a barrier.

No Awkward Steps

The imminent arrival of a train is made known by the blinking of soft lights installed flush at the edge of the platform waiting-area on the side where the train will soon appear. After coming to a stop, train doors slide open revealing floors that are level with the station platform.

After being smoothly whisked to my destination, I took the gliding escalator to the street level and walked a short distance to my hotel. As I entered, I noticed that the television set was on in the lobby, but I was too preoccupied with my thoughts to pay much attention: How lucky Washingtonians are to have such a marvelous transit system while we in Los Angeles are stuck with a woefully inadequate transportation system.

My reverie was soon broken as the television screen was filled with a crowd of people in a Metro station, gathered around a reporter. They were all airing their gripes with the system I had thought of as a dream-come-true.

A Washington, D.C., councilman was complaining that the Metro routes don't serve his city constituents, only people in the suburbs. Further, he said, the automated system represented a setback for the unemployed for whom the Metro could have provided jobs. Besides, the least the Metro could do, he felt, is to stay open after 8 p.m. weekdays and to be open on weekends too. This, he said, would not only improve its usefulness but also help cut down on Washington's air-pollution problems.

Air-Pollution Problems

Next, another crowd at a Metro station in the suburbs was shown as an elected local official was complaining that her people were subsidizing a system designed for city folk. Buses are better, she declared. Having more of them instead of the subway would mean less air pollution. Air pollution, she asserted, was being increased through added electric power generation.

During the commercial break, I glanced at the newspapers on the table next to me. They were filled with headlines such as, "Three Trains Break Down: Metro Snarls Rush Hour." One article detailed the technical problems, mentioned Metro's operating deficit of \$76 million which will come largely from property taxes and ended up discussing "Metro's Byzantine fare structure."

The RTD is not alone in its assignment to improve public transportation in this area. City and county planning agencies, the state Highway Commission, the state Transportation Planning Commission and others are also supposed to be working toward greater mobility for Angelenos. In addition, the Legislature recently established the county Transportation Commission. Its executive director is Jerry Fremo, who just moved here from Washington, D.C.

"One of the biggest problems with public transportation in Washington and Los Angeles is 'fin-cup' financing," he told me. In order to plan effectively and to operate successfully, Fremo explains, long-term financing must be worked out. Where this has been accomplished, he notes, there have been dramatic increases in transit ridership and a certain sense of stability has been established in inter-governmental relationships.

Where such arrangements are not resolved, there is a constant contention over which jurisdiction will assume the burden of transit costs. As a result, no one is accountable and transit suffers. RTDs present financial problems exemplify this dilemma:

The county Transportation Commission's citizens advisory committee will hold its first meeting Sept. 29 at 7 p.m. at the Convention Center. The public is welcome to attend.

RTD's next board of directors meeting will be Thursday at district headquarters, 425 S. Main. Board committees convene at 10 a.m. when such issues as minibar service for Granada Hills may be considered along with ways of increasing the sales of bus passes and whether to hold RTD board meetings in various parts of its service area. At 1 p.m. the board meeting begins. These sessions are all public with the possible exception of the personnel committee.

Santa Monica, Calif.
Evening Outlook

AUG 4 1977

Allen's P. C. B. Est. 1888

LA Agrees To Aid RTD In Wilshire Bus Study

City News Services

The Los Angeles City Council Wednesday entered into a contract to provide planning assistance for a comparative study of bus and rail transit alternatives for the heavily traveled Wilshire Corridor.

City staff members will assist the Southern California Rapid Transit District (RTD) in preparing en-

vironmental and other reports necessary to receive federal funds for a transit line.

Plans for a rail line connecting downtown with North Hollywood via Wilshire and La Brea boulevards have been in the works for years, but voter rejection of transit funding measures have killed efforts to build one.



Marvin L. Hohen
Director and President

June 5, 1979

TO: RECIPIENTS OF DRAFT ALTERNATIVES ANALYSIS/ ENVIRONMENTAL
IMPACT STATEMENT/REPORT ON TRANSIT SYSTEM IMPROVEMENTS
IN THE LOS ANGELES REGIONAL CORE

In response to the interest you have shown in improving mass transit for Los Angeles, enclosed find a copy of the Draft of the Southern California Rapid Transit District's Alternatives Analysis and Environmental Impact Statement/Report for Transit System Improvements in the Los Angeles Regional Core.

This report presents the major findings of an intensive two-year evaluation of eleven alternative improvements: Five Rail Rapid Transit/Feeder Bus and five Bus-Only alternatives to provide various degrees of service in the Downtown Los Angeles-Wilshire-Fairfax-Hollywood-San Fernando Valley corridor, and one "status quo" option.

On July 9, 10 and 11, 1979, public hearings will be held on the findings to receive comments and expressions of preference from concerned individuals and organizations.

With the prospect of continuing automobile fuel shortages and increasing population in Southern California, the need for improved mass transit is more urgent than ever before. The findings of the Alternatives Analysis provide a sound basis for making a decision which will mark the beginning of significant transit improvements in the region.

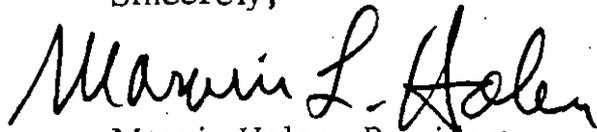
Your comments and expression of preference for the alternative which you feel will do the best job of improving transit service in the Regional Core are very important to the success of this effort. You are urged to

make your feelings known verbally at one of the public hearings and also by providing a copy of your resolution or letter addressed to:

Board of Directors
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

with copies to the Mayor and City Council of the City of Los Angeles and to the County Board of Supervisors.

Sincerely,

A handwritten signature in cursive script that reads "Marvin L. Holen". The signature is written in dark ink and is positioned above the printed name and title.

Marvin Holen, President
Board of Directors

TO: RECIPIENTS OF DRAFT ALTERNATIVES ANALYSIS/ENVIRONMENTAL
IMPACT STATEMENT/REPORT ON TRANSIT SYSTEM IMPROVEMENTS
IN THE LOS ANGELES REGIONAL CORE

The attached report is intended to satisfy the requirements stipulated in the U. S. Department of Transportation's Policy on Major Urban Mass Transportation Investments, the National Environmental Policy Act and the California Environmental Quality Act.

The report evaluates the cost-effectiveness and the environmental impacts of alternative public transit systems in a fifty-five square mile triangular portion of the metropolitan center (Regional Core) of Los Angeles, California. Eleven alternatives have been evaluated: five rail rapid transit/bus alternatives comprised of line-haul rail rapid transit facilities supplemented by feeder buses; five all-bus alternatives made up of line haul buses operating under varying levels of access control and supplemented by feeder buses; and a no-build alternative.

The evaluation is based on a conceptual design of the various alternatives which would be refined during later stages of project development and may require further environmental documentation. However, the impacts addressed in the report are considered to be of sufficient detail to allow for an informed decision on an alternative mode and general alignment.

Comments on the adequacy of the document and/or the merits of the alternatives discussed may be sent to:

Richard Smith, Community Planner
Office of Planning Assistance (UPM-12)
Urban Mass Transportation Administration
400 7th Street, S.W.
Washington, D.C. 20590

Please send comments no later than August 12, 1979.

DATE, LOCATION AND TIME OF PUBLIC HEARINGS
ON THE
DRAFT ALTERNATIVES ANALYSIS/
ENVIRONMENTAL IMPACT STATEMENT/
ENVIRONMENTAL IMPACT REPORT
ON TRANSIT IMPROVEMENT ALTERNATIVES
IN THE LOS ANGELES REGIONAL CORE

NORTH HOLLYWOOD/SAN FERNANDO VALLEY AREA - Monday, July 9, 1979

Location: Howard Johnson's Motor Lodge
4222 Vineland Avenue
(Father Serra Room)

Time: 2:00 P.M. - 4:00 P.M.
7:00 P.M. - 9:00 P.M.

HOLLYWOOD/WEST HOLLYWOOD AREA - Tuesday, July 10, 1979

Location: Hollywood High School Auditorium
1521 N. Highland Avenue
(Corner of Highland Avenue and Sunset Boulevard)

Time: 2:00 P.M. - 4:00 P.M.

FAIRFAX/WEST WILSHIRE AREA - Tuesday, July 10, 1979

Location: Fairfax High School Auditorium
7850 Melrose Avenue
(Corner of Melrose Avenue and Fairfax Avenue)

Time: 7:00 P.M. - 9:00 P.M.

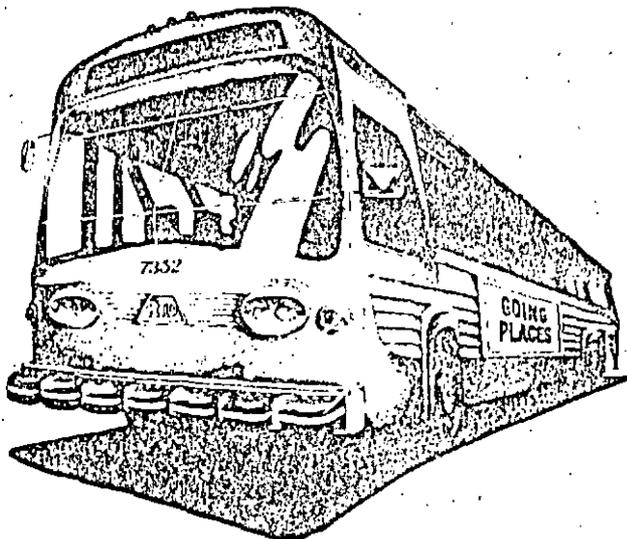
WILSHIRE/CENTRAL BUSINESS DISTRICT AREA - Wednesday, July 11, 1979

Location: Great Western Savings & Loan
3660 Wilshire Boulevard
(Community Room on Mezzanine Level)

Time: 2:00 P.M. - 4:00 P.M.
7:00 P.M. - 9:00 P.M.

RTD RIDER BULLETIN

**DATE, LOCATION AND TIME
OF PUBLIC HEARINGS
ON THE
DRAFT ALTERNATIVES ANALYSIS/
ENVIRONMENTAL IMPACT
STATEMENT/ENVIRONMENTAL
IMPACT REPORT ON TRANSIT
IMPROVEMENT ALTERNATIVES
IN THE LOS ANGELES
REGIONAL CORE**



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

**NORTH HOLLYWOOD-
SAN FERNANDO VALLEY AREA
Monday, July 9, 1979**

Location: Howard Johnson's Motor Lodge
4222 Vineland Avenue
(Father Serra Room)

Time: 2:00 P.M.-4:00 P.M.
7:00 P.M.-9:00 P.M.

**HOLLYWOOD-
WEST HOLLYWOOD AREA
Tuesday, July 10, 1979**

Location: Hollywood High School Auditorium
1521 N. Highland Avenue
(Corner of Highland Avenue and
Sunset Boulevard)

Time: 2:00 P.M.-4:00 P.M.

**FAIRFAX-
WEST WILSHIRE AREA
Tuesday, July 10, 1979**

Location: Fairfax High School Auditorium
7850 Melrose Avenue
(Corner of Melrose Avenue and
Fairfax Avenue)

Time: 7:00 P.M.-9:00 P.M.

**WILSHIRE-
CENTRAL BUSINESS DISTRICT
AREA**

Wednesday, July 11, 1979

Location: Great Western Savings & Loan
3660 Wilshire Boulevard
(Community Room on Mezzanine
Level)

Time: 2:00 P.M.-4:00 P.M.
7:00 P.M.-9:00 P.M.

LIST OF NEWSPAPERS IN WHICH THE PUBLIC NOTICE
OF INTENT TO HOLD PUBLIC HEARINGS WAS PUBLISHED

Los Angeles Times
Los Angeles Herald Examiner
Valley News
Los Angeles Sentinel
Wilshire Press
Pico Post
Hollywood Independent
La Opinion

DESCRIPTION Pn Hold pub. hexaring-- EIN L.A. Reg. Core.
K
DATES OF PUBLICATION June 8, 9

CLASSIFIED

Southern California RTD
Attn: Helen Bolen-Asst. Sec. Mgr.
425 So. Main ST., 2nd floor
Los Angeles, CA 90013

SALE OR HEARING DATE

CUSTOMER ACCT. NO.

282270

CHARGES FOR	TYPE SIZE	NUMBER LINES/INCHES	SPACE		RATE (PLAT)	AMOUNT	CODE
			AMOUNT	UNIT			
ADVERTISING		(Fri)	26 1/2	lines	2.60	686.40	3
"		(Sat)	26 1/2	lines	2.60	686.40	3
"		rateholder	6	lines	2.60	15.60	3
							3
PROOF SLIPS @							
							3
MISCELLANEOUS FEES							4
			FILING	RECORDING	CERTIFYING		7
			MAILING				8
			SALE				9
			POSTING	PHOTO	MAP		
TOTAL						1388.40	

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LEGAL NOTICES 1900
NOTICE TO CONTRACTORS

Sealed proposals will be received at the office of California Highway Patrol, 2450 First Avenue, (P. O. Box 898), Sacramento, California, until 2:00 p.m. on Thursday, June 21, 1979 at which time and place they will be publicly opened and read for painting building interior and exterior at 2211 Western Avenue, San Bernardino, CA, in accordance with plans and specifications therefor.

Bids must be submitted for the entire work described therein. Deviations from plans and specifications will not be considered and will be cause for rejection of bids.

Forms of proposal, bond forms, and plans and specifications may be obtained at the end of the said Agency at 2490 First Avenue, Room 270 (P. O. Box 888), Sacramento, California, 95818, telephone number: area code 916-322-5310, Attention AJ Brenneise.

A Payment Bond to Accompany Contract, Std. Form 807, approved by said agency, must accompany every contract involving an expenditure in excess of \$15,000.

The said State Agency reserves the right to reject any or all bids.

In accordance with the provisions of Section 1773 of the Labor Code, the said State Agency has ascertained that the generally prevailing rate of wages applicable to the work to be done is as follows:

GENERAL PREVAILING WAGE RATES
COUNTY OF SAN BERNARDINO

The California Highway Patrol has ascertained the general prevailing rate of wages to be as tabulated hereafter for the county in which the work is to be done. Included therein are employer payments for health and welfare vacation, pension, apprenticeship or other authorized training programs, and similar purposes. Holidays shall be as defined in the collective bargaining agreement applicable to the labor classification(s) employed on the project.

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SATURDAY	SUNDAY	HOLIDAY

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(Community Room on Mezzanine Level)

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The alternatives which are the subject of the hearings are described in detail in the SCRTD's Draft Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core (AA/ EIS/EIR) dated May 18, 1979. The various alternatives are grouped into three categories:

- Five-combination Rail Rapid Transit/Feeder Bus Alternatives
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Not sooner than 30 days following completion of the hearings on the Draft Report, the District's Board of Directors will, after considering all pertinent comments, select a preferred alternative which will then be submitted to the Urban Mass Transportation Administration (UMTA). The District will also submit, at the same time, its application to UMTA for a grant of funds with which to proceed with Preliminary Engineering on the selected and approved alternative.

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Among the concerns given particular attention in this Draft Report are the comparable numbers of riders attracted and the capital and operating costs of the various alternatives, and the relative environmental energy and community benefits.

All persons, community and civic organizations and public agencies interested in the improvement of public transportation in Los Angeles are urged to appear and be heard at one of these hearings for the purpose of expressing their preference from among the Alternatives. We shall appreciate receiving their formal resolutions or letters at the same time.

Board of Directors
Southern California Rapid Transit District
Mary Bolen, President

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NOTICE OF PUBLIC MEETING State of Calif See ad Wed. 6/6. N-3605
NOTICE—LA County Funding Dept.—HUD—Funds—See ad 6/7 (N0825R)
STATE OF CALIF. Board of Corrections See our ad 6/5/79
NOT responsible for any debts but my own. Emmett L. Woodard Jr.
NOT responsible for any debts but my own. Winzola Brooks
NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON THE DRAFT ALTERNATIVES ANALYSIS/ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT ON TRANSIT IMPROVEMENT ALTERNATIVES IN THE LOS ANGELES REGIONAL CORE.
A PROJECT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER A TECHNICAL STUDIES GRANT FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)
 Notice is hereby given, concurrently with the release of said report, that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold public hearings for the purpose of receiving comments from interested and concerned organizations and community groups on the economic, social and environmental impacts of various rail/bus and all-bus mass transit improvement alternatives in the Los Angeles Regional Core.
 The Regional Core is defined, for the purpose of this report, as the area lying northerly of the Santa Monica Freeway and extending westerly from the Los Angeles Central Business District to Robertson Boulevard and includes Hollywood and the Studio City/North Hollywood area in the San Fernando Valley.
 The locations, dates and times scheduled for these official public hearings are as follows:
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 Southern California Rapid Transit District

NOTIFICATION of Advertiser

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 COUNTY OF LOS ANGELES } ss
 Daniella Segovia

_____, of said County and State, being duly sworn, deposes and says:

That he now is and was at all times herein mentioned a citizen of the United States and over the age of eighteen years; that he is the Chief Clerk of the Printer, Publisher and Proprietor of "Los Angeles Herald-Examiner," a newspaper printed and published daily (including Sunday) in the City of Los Angeles, County of Los Angeles, State of California; that said newspaper was adjudicated a newspaper of general circulation Los Angeles Superior Court No. 600196; that the advertising of

R.T.D. _____, of which the annexed is a printed copy, was published in said newspaper, on the date and in accordance with the specifications set out and given below:

DATE OF ISSUE	SPACE	COPY NO.	EDITION	POSITION	KEY NO.
June 8, 1979	532 Lines		all	Legal Notices	NOTICE OF INTENT
June 9, 1979	532 Lines		all	Legal Notices	NOTICE OF INTENT

NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON THE DRAFT ALTERNATIVES ANALYSIS/ ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT ON TRANSIT IMPROVEMENT ALTERNATIVES IN THE LOS ANGELES REGIONAL CORE, A PROJECT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER A TECHNICAL STUDIES GRANT FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

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Daniella Segovia Chief Clerk
 For Publisher
 19th day of June, 1979
[Signature]
 Notary Public in and for Los Angeles County, State of California.

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Level)

Time: 2:00 P.M. - 4:00 P.M.
7:00 P.M. - 9:00 P.M.

The alternatives which are the subject of the hearings are described in detail in the SCRTD's Draft Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core (AA/EIS/EIR) dated May 16, 1979.

The various alternatives are grouped into three categories:

- Five-combination Rail Rapid Transit/Feeder Bus Alternatives
- Five Bus-Only Alternatives
- One "Status Quo" Alternative.

Not sooner than 30 days following completion of the hearings on the Draft Report, the District's Board of Directors will, after considering all pertinent comments, select a preferred alternative which will then be submitted to the Urban Mass Transportation Administration (UMTA).

The District will also submit, at the same time, its application to UMTA for the grant of funds with which to proceed with Preliminary Engineering on the selected and approved alternative.

Upon completion of the Preliminary Engineering process, UMTA will decide whether or not to commit funding for the Final Design and Construction of the preferred alternative.

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All persons, community and civic organizations and public agencies interested in the improvement of public transportation in Los Angeles are urged to appear and be heard at one of these hearings for the purpose of expressing their preference from among the Alternatives. We shall appreciate receiving their formal resolutions or letters at the same time.

Board of Directors
Southern California Rapid Transit District
Marvin Holen, President

N08268

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Valley News

a newspaper of general circulation, printed and published 6 times weekly in the City of Van Nuys, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of February 4, 1976, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

June 8, 1979

all in the year 19 *79*
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Van Nuys,
California, this *12* day of *June*, 19 *79*

Sara Marino
Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication of

(Valley News—K-08269)
NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON THE DRAFT ALTERNATIVES ANALYSIS/ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT ON TRANSIT IMPROVEMENT ALTERNATIVES IN THE LOS ANGELES REGIONAL CORE, A PROJECT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER A TECHNICAL STUDIES GRANT FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

Notice is hereby given, concurrently with the release of said report, that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold Public Hearings for the purpose of receiving comments from interested and concerned organizations and community groups on the economic, social and environmental impacts of various rail/bus and all-bus mass transit improvement alternatives in the Los Angeles Regional Core.

The Regional Core is defined, for the purpose of this report, as the area lying northerly of the Santa Monica Freeway and extending westerly from the Los Angeles Central Business District to Robertson Boulevard and includes Hollywood and the Studio City/North Hollywood area in the San Fernando Valley.

The locations, dates and times scheduled for these official public hearings are as follows:

NORTH HOLLYWOOD/SAN FERNANDO VALLEY AREA — Monday, July 9, 1979
Location: Howard Johnson's Motor Lodge, 4222 Vineland Avenue. (Father Serra Room)
Time: 2:00 P.M. - 4 P.M.; 7:00 P.M. - 9:00 P.M.

HOLLYWOOD/WEST HOLLYWOOD AREA — Tuesday, July 10, 1979
Location: Hollywood High School Auditorium, 1521 N. Highland Avenue. (Corner of Highland Avenue and Sunset Boulevard)
Time: 2:00 P.M. - 4:00 P.M.

FAIRFAX/WEST WILSHIRE AREA — Tuesday, July 10, 1979
Location: Fairfax High School Auditorium, 7850 Melrose Avenue. (Corner of Melrose Avenue and Fairfax Avenue)
Time: 7:00 P.M. - 9:00 P.M.

WILSHIRE/CENTRAL BUSINESS DISTRICT AREA — Wednesday, July 11, 1979
Location: Great Western Savings & Loan, 3680 Wilshire Boulevard. (Community Room on Mezzanine Level)
Time: 2:00 P.M. - 4:00 P.M.; 7:00 P.M. - 9:00 P.M.

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BOARD OF DIRECTORS
SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
MARVIN HOLEN, President

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Los Angeles

Sentinel
a newspaper of general circulation, printed

and published Weekly

in the City of Los Angeles, Calif. County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of

California, under the date of Aug., 19 38,

Case Number 430746; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

June 14

all in the year 19 79.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles

California, this 14 day of June 19 79

[Signature]
Signature

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Legal Advertising Clearing House

P.O. Box 31

Los Angeles, CA 90053

Telephone 625-2541

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Proof of Publication of

N. 08271

N-08271

NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON THE DRAFT ALTERNATIVES ANALYSIS/ ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT ON TRANSIT IMPROVEMENT ALTERNATIVES IN THE LOS ANGELES REGIONAL CORE, A PROJECT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER A TECHNICAL STUDIES GRANT FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

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Location: Howard Johnson's Motor Lodge, 4222 Vineland Avenue, (Fatherly Serra Room). Time: 2:00 P.M. - 4:00 P.M. 7:00 P.M. - 9:00 P.M.

HOLLYWOOD/WEST HOLLYWOOD AREA - Tuesday, July 10, 1979
Location: Hollywood High School Auditorium, 1521 N. Highland Avenue, (Corner of Highland Avenue and Sunset Boulevard). Time: 2:00 P.M. - 4:00 P.M.

FAIRFAX/WEST WILSHIRE AREA - Tuesday, July 10, 1979
Location: Fairfax High School Auditorium, 7850 Melrose Avenue, (Corner of Melrose Avenue and Fairfax Avenue). Time: 7:00 P.M. - 9:00 P.M.

The alternatives which are the subject of the hearings are described in detail in the SCRTD's Draft Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit Systems Improvements in the Los Angeles Regional Core (AA/EIS/EIR) dated May 18, 1979. The various alternatives are grouped into three categories:

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Board of Directors
Southern California Rapid Transit District
Marvin Holen, President

Los Angeles Sentinel
Pub. June 14, 1979

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

.....
Wilshire Press
.....

.....
a newspaper of general circulation, printed
and published weekly

.....
in the City of Los Angeles
County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of

California, under the date of... 7/31 19 79.

Case Number 601 560; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

.....
June 13
.....

all in the year 19... 79

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at... Los Angeles

California, this... 13 day of June, 19 79.

Helena Delano
.....
Signature

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Legal Advertising Clearing House

P.O. Box 31

Los Angeles, CA 90053

Telephone 625-2541

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(Wilshire Press—N08272)

NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON THE DRAFT ALTERNATIVES ANALYSIS/ ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT ON TRANSIT IMPROVEMENT ALTERNATIVES IN THE LOS ANGELES REGIONAL CORE.

Proc
.....
A PROJECT OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT UNDER A TECHNICAL STUDIES GRANT FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)

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4222 Vineland Avenue
(Father Serra Room)

TIME:
2:00 P.M.-4:00 P.M.
7:00 P.M.-9:00 P.M.

HOLLYWOOD/WEST HOLLYWOOD AREA — Tuesday, July 10, 1979

LOCATION:
Hollywood High School Auditorium
1521 N. Highland Avenue
(Corner of Highland Avenue and Sunset Boulevard)

TIME:
2:00 P.M.-4:00 P.M.

FAIRFAX/WEST WILSHIRE AREA — Tuesday, July 10, 1979

LOCATION:
Fairfax High School Auditorium
7850 Melrose Avenue
(Corner of Melrose Avenue and Fairfax Avenue)

TIME:
7:00 P.M.-9:00 P.M.

WILSHIRE/CENTRAL BUSINESS DISTRICT AREA — Wednesday, July 11, 1979

Location:
Great Western Savings & Loan
3660 Wilshire Boulevard
(Community Room on Mezzanine Level)

Time:
2:00 P.M.-4:00 P.M.
7:00 P.M.-9:00 P.M.

The alternatives which are the subject of the hearings are described in detail in the SCRTD's Draft Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core (AA/EIS/EIR) dated May 18, 1979. The various alternatives are grouped into three categories:

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Board of Directors
Southern California Rapid Transit District

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Pico Post

a newspaper of general circulation, printed and published weekly

in the City of L. A. County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of Jan 1 35 19

Case Number 382451; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

June 14 all in the year 19 79

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles

California, this 11th day of June 19 79

Mick Simpson
Signature

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Legal Advertising Clearing House

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Los Angeles, CA 90053 Telephone 625-2541

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Proof of Publication of

N-08274

FN-Ein L. A. Reg. Core

PICO POST
N-08274

Notice of Intent to Hold Public Hearings on the Draft Alternatives Analysis-Environmental Impact Statement-Environmental Impact Report on Transit Improvement Alternatives in the Los Angeles Regional Core, A Project of the Southern California Rapid Transit District under a Technical Studies Grant from the United States Department of Transportation, Urban Mass Transportation Administration (UMTA)

Notice is hereby given, concurrently with the release of said report, that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold Public Hearings for the purpose of receiving comments from interested and concerned organizations and community groups on the economic, social and environmental impacts of various rail-bus and all-bus mass transit improvement alternatives in the Los Angeles Regional Core.

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SAN FERNANDO VALLEY AREA

Monday, July 9, 1979

Location: Howard Johnson's Motor Lodge, 4222 Vineland Avenue, (Father Serra Room)
Time: 2:00 p.m.-4:00 p.m.; 7:00 p.m.-9:00 p.m.

HOLLYWOOD

WEST HOLLYWOOD AREA

Tuesday, July 10, 1979

Location: Hollywood High School Auditorium, 1521 N. Highland Ave., (Corner of Highland Avenue and Sunset Boulevard)
Time: 2:00 p.m.-4:00 p.m.

FAIRFAX-WEST WILSHIRE AREA

Tuesday, July 10, 1979

Location: Fairfax High School Auditorium, 7850 Melrose Avenue, (Corner of Melrose Avenue and Fairfax Avenue)
Time: 7:00 p.m.-9:00 p.m.

WILSHIRE-CENTRAL BUSINESS DISTRICT AREA

Wednesday, July 11, 1979

Location: Great Western Savings & Loan, 3660 Wilshire Boulevard, (Community Room on Mezzanine Level)
Time: 2:00 p.m.-4:00 p.m.; 7:00 p.m.-9:00 p.m.

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o Five Bus-Only Alternatives

o One "Status Quo" Alternative.

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Signed: Board of Directors, Southern California Rapid Transit

PICO POST
79-26490
FICTITIOUS BUSINESS

Conducted by
Keeler
Filed with
Los Angeles
79

RELEASE OF FUNDS
City of Los Angeles
200 North Spring Street
Los Angeles, California 90012
To all interested agencies
groups and persons:
On or about June 28, 1979 the
above-named City will request

200 North Beverly Hills, CA
90211.
Darrell W. Briske, -8570
Wilshire Blvd., Ste 201, Beverly
Hills, CA 90211.
This business is conducted by
a General Partnership.
Signed: Darrell W. Briske
79-26490
This statement was filed with

Maria A. Rogers, Vice Pres
This statement was filed
with the County Clerk of Los
Angeles on June 4, 1979
June 14, 21, 28, July 5, 1979

Other Offices In: Sacramento, San Diego, San Francisco & Santa Ana

PUBLISHED IN NEWSPAPER **Hollywood Independent** 30750 COLLECTED BY **BUREAU 77**

s Filing Stamp

DESCRIPTION **Pn hold pub. hearing -- Ein L.A. reg. core.**

DATES OF PUBLICATION **June 13**

OFFICIAL RECORD

Southern California RTD
Attn: HElen Bolen-Asst. Sec. Mgr.
425 So. Main St., 2nd floor
Los Angeles, CA 90013

SALE OR HEARING DATE
 CUSTOMER ACCT. NO. **282270**

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 IL CORE.

ALIFORNIA
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 DN (UMTA)

CHARGES FOR	TYPE SIZE	NUMBER LINES/INCHES	SPACE		RATE (PLAT)	AMOUNT	CODE
			AMOUNT	UNIT			
ADVERTISING			17 1/2	1n.	4.53	79.28	3
							3
							3
							3
PROOF SLIPS @							
MISCELLANEOUS FEES		FILING	RECORDING	CERTIFYING			4
		MAILING					7
		SALE					8
		POSTING	PHOTO	MAP			9
TOTAL						79.28	

se of said report,
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 ad organizations
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 ils report, as the
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 rict to Robertson
 dlo City/North
 ie official public
 AREA - Mon-

**DUPLICATE
 INVOICE**

California, under the date of... 3/22, 19 71.

Case Number ... 996 123; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

..... June 13

all in the year 1979.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles

California, this... 13... day of... June, 19 79.

..... *Helen Bolen*

Signature

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 BUREAU, INC.**

Legal Advertising Clearing House
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 Los Angeles, CA 90053 Telephone 625-2541

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**PAYMENT DUE
 WITHIN 30 DAYS**

HOLLYWOOD/WEST HOLLYWOOD AREA - Tuesday, July 10, 1979

LOCATION:
 Hollywood High School Auditorium
 1521 N. Highland Avenue
 (Corner of Highland Avenue and Sunset Boulevard)
 TIME:
 2:00 P.M.-4:00 P.M.

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Board of Directors
 Southern California Rapid Transit District
 Marvin Holen, President
 Publish June 13, 1979

Other Offices in: Sacramento, San Diego, San Francisco & Santa Ana

PUBLISHED IN NEWSPAPER **La Opinion** 36000

DESCRIPTION **Pn hold pub. hearing Ein L.A. Reg. Core.**

DATE OF PUBLICATION **June 8**

CHARGED TO

**Southern California RTD
 Attn: Helm Bolen-ASst. Sec. Mgr.
 425 So. Main St., 2nd floor
 Los Angeles, CA 90013**

SALE OR HEARING DATE

CUSTOMER ACCT. NO.

282270

CHARGES FOR	TYPE SIZE	NUMBER LINES/INCHES	SPACE		RATE (FEET)	AMOUNT		CODE	
			AMOUNT	UNIT					
ADVERTISING		3 X 10 1/2	31	1/2 IN	6.72	211	68	3	
"								3	
"								3	
"								3	
PROOF SLIPS @									
MISCELLANEOUS FEES									
FILING			RECORDING			CERTIFYING			4
MAILING									7
SALE									8
POSTING			PHOTO			MAP			9
TOTAL						211	68		

DUPLICATE INVOICE

PAYMENT DUE WITHIN 30 DAYS

**llamada de lunes a viernes
 6:30 AM a 7:00 PM al 748-2141**

LUGAR Fairfax High School Auditorium
 7850 Melrose Avenue
 (Esq. de Melrose Avenue y Fairfax Avenue)
HORA 7:00 PM — 9:00 PM
WILSHIRE/CENTRAL BUSINESS DISTRICT AREA
 Miércoles 11 de julio de 1979

Great Western Savings & Loan
 3660 Wilshire Boulevard
 (Community Room on Mezzanine Level)
 2:00 PM — 4:00 PM
 7:00 PM — 9:00 PM

Las alternativas, que son el tópico de las Audiencias, están descritas en detalles en el plan de Análisis de Alternativas/Declaración sobre Impacto en el Ambiente/Informe sobre el Impacto en el Ambiente con el Mejoramiento del Tránsito en el Centro Regional de Los Angeles (AA/EIS/EIR), de SCRTRD (So. Calif. Rapid Transit District) del 18 de mayo de 1979.

Las varias alternativas están agrupadas en tres categorías:

- Alternativas de cinco combinaciones de "Rail Rapid Transit/Feeder Bus"
- Alternativas de sólo cinco autobuses
- Alternativa de "Status Quo".

No antes de los 30 días después de haberse concluido las audiencias sobre el proyecto y después de haber tenido en consideración todos los comentarios pertinentes, la Junta de Directores del Distrito optará por una alternativa preferida que luego será sometida a "Urban Mass Transportation Administration (UMTA)". En el mismo tiempo el Distrito presentará su aplicación a UMTA para la asignación de fondos necesarias para los trabajos preliminares de Ingeniería en la alternativa elegida y aprobada.

Una vez completados los trabajos preliminares de Ingeniería la UMTA decidirá si asignar o no fondos para el Proyecto Final y Construcción de la alternativa preferida.

A este Informe de Proyecto se le da particular atención por el número comparable de pasajeros interesados en el mismo, por el capital y costo operativo de las varias alternativas, y por los pertinentes beneficios de energía y por las ventajas que derivarían para el ambiente y comunidades.

Todas las personas, comunidades, organizaciones cívicas y agencias públicas interesadas en el mejoramiento de Transportación pública en Los Angeles son invitadas a presentarse a estas reuniones con el propósito de expresar sus opiniones y preferencias entre las Alternativas. Asimismo, agradeceríamos recibir sus formales decisiones o cartas.

Board of Directors
 Southern California Rapid Transit District
 Marvin Holen, President

del Papa

de la televisión de Polonia.
 En Rumania también han publicado muy poco sobre la visita papal a Polonia.

128 REFUGIADOS

haitianos, rescatados poco antes del naufragio de su embarcación, navegaba hoy rumbo a Miami.

Un vocero de los guardacostas dijo que cuando el escampavía "Decisive" se acercó ayer a la nave haitiana "Union", a 350 millas al sudeste de Miami, esa embarcación ya se estaba hundiendo.

Agrego que muchas de las personas paradas sobre cubierta "trataron de abordar el "Decisive" y cayeron al agua".

Cuando los haitianos ya estaban escampavía, la cuenta de los refugiados demostró que faltaba una mujer cuyo nombre no fue proporcionado. La búsqueda fue suspendida anoche, poco antes del hundimiento del "Union".

laría; pondría el Canadá a nombre de su país.

...an dentro de una ni-
...da de la compañía de
...han firmado una queja la
...será dirigida a la oficina del
...curador de justicia para que to-
...men las medidas pertinentes.

Se retrasó un proceso judicial

Las deliberaciones en el segundo proceso del Dr. William Waddill fueron retrasadas por el espacio de una hora el día de ayer cuando uno de los jurados se enfermó de repente.

Según fue informado un vocero de la corte afirmó que el jurado se volvió a alistar para reanudar sus deliberaciones cuando se conoció que un jurado había sufrido sangrado de la nariz y un rápido ataque al corazón la noche de antier.

"La miembro del jurado no se sentía en plenas condiciones de salud la noche de ayer y aún continúa de la misma forma pero a pesar de su enfermedad asistió el día de hoy a las deliberaciones para participar "añadió el vocero".

**Para anuncio clasificado
llame de lunes a viernes
de 9 AM a 1 PM al 748-1111**

del Papa

de la televisión de Polonia.

En Rumania también han publicado muy poco sobre la visita papal a Polonia.

128 REFUGIADOS

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laría; pondría el Canadá a nombre de su mujer!

AVISO DE INTENCIÓN DE SOSTENER AUDIENCIA PÚBLICA SOBRE UN PLAN DE ANÁLISIS DE ALTERNATIVAS/ DECLARACION SOBRE IMPACTO EN EL AMBIENTE/ INFORME SOBRE EL IMPACTO EN EL AMBIENTE DE LAS ALTERNATIVAS DE MEJORAMIENTO DE TRANSITO EN EL CENTRO REGIONAL DE LOS ANGELES

UN PROYECTO DE "SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT" BAJO LOS ESTUDIOS TECNICOS DE CONCESION POR PARTE DE "UNITED STATES DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)"

Se da la noticia por la presente, conjuntamente con la publicación de dicho Informe, que la Junta de Directores de "Southern California Rapid Transit District (SCRTD) tiene intención de dar Audiencias Públicas con el objeto de recibir comentarios por parte de organizaciones y grupos de comunidades interesados sobre los impactos sociales y en el ambiente, en vista de las alternativas de mejorar la transportación pública en el centro regional de Los Angeles con varios "Rail-buses" y otros autobuses.

Por centro regional ("Regional Core") se entiende, para el fin de este informe, el área al norte del Santa Monica Freeway, extendiéndose al oeste desde Los Angeles Central Business District hasta Robertson Boulevard e incluyendo Hollywood y Studio City/North Hollywood en el área de San Fernando Valley.

Aquí, seguidamente, se indican las fechas, las horas y localidades donde tendrán lugar las Audiencias Públicas:

NORTH HOLLYWOOD/SAN FERNANDO VALLEY AREA Lunas 9 de Julio de 1979

LUGAR Howard Johnson's Motor Lodge
4222 Vineland Avenue
Sala Father Serra

HORA 2:00 PM — 4:00 PM
7:00 PM — 9:00 PM

HOLLYWOOD/WEST HOLLYWOOD AREA Martes 10 de julio de 1979

LUGAR Hollywood High School Auditorium
1521 No. Highland Avenue
(Esq. de Highland Avenue y Sunset Boulevard)

HORA 2:00 PM — 4:00 PM

FAIRFAX/WEST WILSHIRE AREA Martes 10 de Julio de 1979

LUGAR Fairfax High School Auditorium
7850 Melrose Avenue
(Esq. de Melrose Avenue y Fairfax Avenue)

HORA 7:00 PM — 9:00 PM

WILSHIRE/CENTRAL BUSINESS DISTRICT AREA Miércoles 11 de julio de 1979

Great Western Savings & Loan
3660 Wilshire Boulevard
(Community Room on Mezzanine Level)

2:00 PM — 4:00 PM
7:00 PM — 9:00 PM

Las alternativas, que son el tópico de las Audiencias, están descritas en detalles en el plan de Análisis de Alternativas/Declaración sobre Impacto en el Ambiente/Informe sobre el Impacto en el Ambiente con el Mejoramiento del Tránsito en el Centro Regional de Los Angeles (AA/EIS/EIR), de SCRTD (So. Calif. Rapid Transit District) del 18 de mayo de 1979.

Las varias alternativas están agrupadas en tres categorías:

- Alternativas de cinco combinaciones de "Rail Rapid Transit/Feeder Bus"
- Alternativas de sólo cinco autobuses
- Alternativa de "Status Quo".

No antes de los 30 días después de haberse concluido las audiencias sobre el proyecto y después de haber tenido en consideración todos los comentarios pertinentes, la Junta de Directores del Distrito optará por una alternativa preferida que luego será sometida a "Urban Mass Transportation Administration (UMTA)". En el mismo tiempo el Distrito presentará su aplicación a UMTA para la asignación de fondos necesarios para los trabajos preliminares de Ingeniería en la alternativa elegida y aprobada.

Una vez completados los trabajos preliminares de Ingeniería la UMTA decidirá si asignar o no fondos para el Proyecto Final y Construcción de la alternativa preferida.

A este Informe de Proyecto se le da particular atención por el número comparable de pasajeros interesados en el mismo, por el capital y costo operativo de las varias alternativas, y por los pertinentes beneficios de energía y por las ventajas que derivarían para el ambiente y comunidades.

Todas las personas, comunidades, organizaciones cívicas y agencias públicas interesadas en el mejoramiento de Transportación pública en Los Angeles son invitadas a presentarse a estas reuniones con el propósito de expresar sus opiniones y preferencias entre las Alternativas. Asimismo, agradeceríamos recibir sus formales decisiones o cartas.

Board of Directors
Southern California Rapid Transit District
Marvin Holen, President

CERTIFICATION OF SERVICE

I hereby certify that I have this day of
, served upon the following Federal, State and local
agencies by mailing a copy thereof by first-class United
States mail, postage prepaid, a copy of the attached written
Notice of Intent to Hold Public Hearing on Urban Mass Trans-
portation Administration Operating Grant Project of the
Southern California Rapid Transit District.

Federal Agencies

Mr. Paul de Falco, Jr.
Regional Administrator
Environmental Protection Agency
215 Fremont Street
San Francisco, California 94105

National Institute of Environmental
Health Services
Department of Health, Education & Welfare
533 Westbard Avenue
Bethesda, Maryland 20014

Assistant Secretary of
Systems Development & Technology
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Department of Housing & Urban Development
Metropolitan Development
451 7th Street, S.W.
Washington, D.C. 20024

Urban Mass Transportation Administration
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Federal Highway Administration
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20024

State of California Agencies

Mr. G. C. Hass
Chief Vehicle Emission Control
State Air Resources Board
9528 Telstar
El Monte, CA 91731

Mr. Robert Silberman, Secretary
Business and Transportation Agency
1120 "N" Street
Sacramento, CA 95814

Mr. Arnold C. Sternberg
Department of Housing & Community Development
1807 - 13th Street
Sacramento, CA 95814

Ms. Andriana Gianturco, Director
California State Department of Transportation
1120 "N" Street
Sacramento, CA 95814

Mr. Robert J. Datel
District Director of Transportation
California State Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Hon. Mike Curb, Lt. Governor
State of California
Office of Intergovernmental Management
State Clearinghouse
1400 - 10th Street, Room 108
Sacramento, CA 95819

County & City Agencies

Los Angeles County Board of Supervisors
500 West Temple Street
Los Angeles, CA 90012

Air Pollution Control District
434 South San Pedro Street
Los Angeles, CA 90013

Los Angeles City Council
200 North Spring Street
Los Angeles, CA 90012

Public Utilities & Transportation Department
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

Southern California Association of Governments
600 South Commonwealth
Los Angeles, CA 90005

Los Angeles County Transportation Commission
311 South Spring Street, Room 1206
Los Angeles, CA 90013

Elected Federal and State Representatives

Hon. S. I. Hayakawa
United States Senate
523 W. Sixth Street, Suite 812
Los Angeles, CA 90014

Hon. Alan Cranston
United States Senate
10960 Wilshire Blvd., #410
Los Angeles, CA 90024

Hon. Barry M. Goldwater, Jr.
House of Representatives
23241 Ventura Blvd., Suite 119
Woodland Hills, CA 91364

Hon. James C. Corman
House of Representatives
14545 Friar Street
Van Nuys, CA 91411

Hon. Carlos J. Moorhead
House of Representatives
420 North Brand Blvd., Suite 404
Glendale, CA 91203

Hon. Anthony C. Beilenson
House of Representatives
11000 Wilshire Blvd.
Los Angeles, CA 90024

Hon. Henry A. Waxman
House of Representatives
8425 West 3rd Street
Los Angeles, CA 90048

Hon. Edward R. Roybal
House of Representatives
300 N. Los Angeles St., Suite 7106
Los Angeles, CA 90012

Hon. John H. Roussetot
House of Representatives
735 West Duarte Road
Arcadia, CA 91006

Hon. Robert K. Dornan
House of Representatives
11000 Wilshire Blvd., Suite 14223
Los Angeles, CA 90024

Hon. Julian C. Dixon
House of Representatives
9942 Culver Blvd.
Colver, CA 90230

Hon. Augustus F. Hawkins
House of Representatives
2710 Zoe Avenue
Huntington Park, CA 90255

Hon. George E. Danielson
House of Representatives
8873 East Valley Blvd.
Rosemead, CA 91770

Hon. Charles H. Wilson
House of Representatives
15000 Aviation Blvd., Suite 2W30
Lawndale, CA 90261

Hon. Glenn M. Anderson
House of Representatives
300 Long Beach Blvd.
P. O. Box 2349
Long Beach, CA 90801

Hon. Wayne Grisham
House of Representatives
1361 E. Whittier Blvd.
Whittier, CA 90605

Hon. Daniel E. Lungren
House of Representatives
5514 Brittan Dr.
Long Beach, CA 90815

Hon. Jim Lloyd
House of Representatives
100 South Vincent Avenue, Suite 507
West Covina, CA 91790

Hon. George E. Brown, Jr.
House of Representatives
552 North La Cadena Drive
Colton, CA 92324

Hon. Jerry Lewis
House of Representatives
101 South 6th Street
Redlands, CA 92373

Hon. Jerry M. Patterson
House of Representatives
34 Civic Center Plaza, Suite 921
Santa Ana, CA 92701

Hon. William E. Dannemeyer
House of Representatives
1370 Brea Blvd., Suite 108
Fullerton, CA 92632

Hon. Robert Badham
House of Representatives
1649 Westcliff Drive
Newport Beach, CA 92660

Hon. Lou Cusanovich
Senator, 19th District
23241 Ventura Blvd., Suite 300
Woodland Hills, CA 91354

Hon. Alan Robbins
Senator, 20th District
6320 Van Nuys Blvd., Suite 404
Van Nuys, CA 91401

Hon. Newton R. Russell
Senator, 21st District
815 South Central, Suite 26
Glendale, CA 91204

Hon. Alan Sieroty
Senator, 22nd District
11340 W. Olympic Blvd.
Los Angeles, CA 90064

Hon. David A. Roberti
Senator, 23rd District
6640 Sunset Blvd., Suite 202
Hollywood, CA 90028

Hon. Alex P. Garcia
Senator, 24th District
205 South Broadway, Room 708
Los Angeles, CA 90012

Hon. H. L. "Bill" Richardson
Senator, 25th District
735 West Duarte Road, Suite 207
Arcadia, CA 91005

Hon. Joseph B. Montoya
Senator, 26th District
3617 Monterey
El Monte, CA 91731

Hon. Robert G. Beverly
Senator, 27th District
1611 S. Pacific Coast Highway
Redondo Beach, CA 90277

Hon. Ralph C. Dills
Senator, 28th District
16921 S. Western Ave., Suite 201
Gardena, CA 90247

Hon. Bill Greene
Senator, 29th District
8514 S. Broadway
Los Angeles, CA 90003

Hon. Diane E. Watson
Senator, 30th District
4401 Crenshaw Blvd., Suite 300
Los Angeles, CA 90043

Hon. Ollie Speraw
Senator, 31st District
1300 E. Wardlow
Long Beach, CA 90807

Hon. Ruben S. Ayala
Senator, 32nd District
353 W. 6th Street, Suite 103
San Bernardino, CA 92401

Hon. William "Bill" Campbell
Senator, 33rd District
7624 Painter Ave., Suite D
Whittier, CA 90602

Hon. Robert Presley
Senator, 34th District
3610 Central Ave., Suite 608
Riverside, CA 92506

Hon. John V. Briggs
Senator, 35th District
1441 N. Harbor Blvd.
Fullerton, CA 92635

Hon. John G. Schmetz
Senator, 36th District
4600 Campus Drive
Newport Beach, CA 92660

Hon. Paul B. Carpenter
Senator, 37th District
1600 N. Broadway, Suite 550
Santa Ana, CA 92706

Hon. James R. Mills
President Pro Tempore
California Senate
815 Third Street, Suite 201
Chula Vista, CA 92011

Hon. John F. Foran
Senate Transportation Committee
15 Southate Ave., Suite 238
Daly City, CA 94015

Hon. Phillip D. Wyman
Assemblyman, 34th District
813 West Avenue J
Lancaster, CA 93534

Hon. Robert C. Cline
Assemblyman, 37th District
19240 Nordhoff St., Suite 208
Northridge, CA 91324

Hon. Paul Priolo
Assemblyman, 38th District
4883 Topanga Canyon Blvd., Suite 200
Woodland Hills, CA 91364

Hon. J. Robert Hayes
Assemblyman, 39th District
13189 Osborne St., Suite 4
Arleta, CA 91331

Hon. Tom Banè
Assemblyman, 40th District
5430 Van Nuys Blvd.
Van Nuys, CA 91401

Hon. Patrick J. Nolan
Assemblyman, 41st District
143 S. Glendale Ave., Suite 208
Glendale, CA 91205

Hon. William H. Ivers
Assemblyman, 42nd District
1006 - A So. Los Robles
Pasadena, CA 91101

Hon. Howard L. Berman
Assemblyman, 43rd District
520 South Sepulveda Blvd., Suite 406
Los Angeles, CA 90049

Hon. Mel Levine
Assemblyman, 44th District
9581 West Pico Blvd.
Los Angeles, CA 90035

Hon. Herschel Rosenthal
Assemblyman, 45th District
8425 W. 3rd Street
Los Angeles, CA 90048

Hon. Mike Roos
Assemblyman, 46th District
600 South New Hampshire Boulevard
Los Angeles, CA 90005

Hon. Teresa P. Hughes
Assemblywoman, 47th District
3253 South Hoover Ave.
Los Angeles, CA 90017

Hon. Maxine Walters
Assemblywoman, 48th District
7900 South Central Ave.
Los Angeles, CA 90001

Hon. Given Moore
Assemblyman, 49th District
3731 Stocker St., Suite 106
Los Angeles, CA 90008

Hon. Curtis R. Tucker
Assemblyman, 50th District
One Manchester Blvd.
P. O. Box 6500
Inglewood, CA 90306

Hon. Marilyn Ryan
Assemblywoman, 51st District
1815 Via Del Prado, Suite 303
Redondo Beach, CA 90277

Hon. Gerald N. Felando
Assemblyman, 52nd District
23545 Crenshaw Blvd., Suite 203A
Torrance, CA 90505

Hon. Paul T. Bannai
Assemblyman, 53rd District
1919 W. Redondo Beach Blvd., Suite 107
Gardena, CA 90247

Hon. Frank Vicencia
Assemblyman, 54th District
8040 East Alondra Blvd., Suite D
Paramount, CA 90723

Hon. Richard Alatorre
Assemblyman, 55th District
6801 North Figueroa St.
Los Angeles, CA 90042

Hon. Art Torres
Assemblyman, 56th District
5261 East Beverly Blvd.
Los Angeles, CA 90002

Hon. Dave Elder
Assemblyman, 57th District
3651 Atlantic Avenue
Long Beach, CA 90807

Hon. Dennis Brown
Assemblyman, 58th District
2750 Bellflower Blvd., Suite 208
Long Beach, CA 90815

Hon. Jack R. Fenton
Assemblyman, 59th District
1601 West Beverly Blvd.
Montebello, CA 90640

Hon. Sally Tanner
Assemblywoman, 60th District
11362 Valley Blvd.
El Monte, CA 91731

Hon. Richard L. Mountjoy
Assemblyman, 61st District
406 So. First Avenue
Arcadia, CA 91006

Hon. William H. Lancaster
Assemblyman, 62nd District
327 East Rowland Ave.
Covina, CA 91723

Hon. Bruce E. Young
Assemblyman, 63rd District
12440 East Firestone Blvd., Suite 305
Norwalk, CA 90650

Hon. Dave Stirling
Assemblyman, 64th District
13601 East Whittier Blvd., Suite 209
Whittier, CA 90605

Hon. Walter M. Ingalls
Chairman, Assembly Transportation Committee
3610 Central Ave., Suite 506
Riverside, CA 92506

Other

Shirley Irwin - Transit Chairman
League of Women Voters
L.A. County Transit Committee
1569 Hidden Canyon
Whittier, CA 90603

I hereby certify that to the best of my knowledge and belief, the foregoing constitutes all Federal, State and local agencies, with jurisdiction by law or special expertise, and authorized to develop and enforce environmental standards, which could be interested in the above named project.

Helen M. Bolen

SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT

INDEX OF ORAL TESTIMONY AT PUBLIC HEARINGSession A - North Hollywood

July 9, 1979 - Afternoon

<u>Index Number</u>	<u>Speaker and Transcript Page Reference</u>
1.	Mayor Tom Bradley (p.14)
2.	Councilwoman Pat Russell of the Los Angeles City Council (p.23)
3.	Congressman Barry Goldwater, Jr. (p.25)
4.	Larry Spungin representing MCA/Universal (p.28)
5.	Dr. Alice Thurston, President of Los Angeles Valley College (p.29)
6.	Attorney Byron Cook (p.31)
7.	Dr. Abe Falick -- Coalition for Rapid Transit (p.34)
8.	Richard Luehrs, Executive Director North Hollywood Chamber of Commerce (p.38)
9.	Ms. Reba Roebuck -- California Retired Teacher's Association (p.39)
10.	Mr. Steve Morris -- Los Angeles Urban League (p.42)
11.	Beverly Garland -- Honorary Mayor of North Hollywood (p.46)
12.	Roger Stanard -- Valley Wide Streets, Highway & Transportation Committee (p.47)
13.	George Falcon -- Citizens for Rail California (p.50)
14.	Leo Potucek -- North Hollywood PAC (p.52)
15.	Peggy Schade -- Studio City Chamber of Commerce (p.52)
16.	Glenn Bailey, President -- West Los Angeles County Resource Conservation District (p.54)
17.	Councilwoman Joy Picus -- Los Angeles City Council (p.58)
18.	Dennis Cannon -- Past President CAPH (p.60)
19.	Charlotte Saldick -- S. F. Valley Fair Housing Council (p.65)
20.	Joseph Dunn -- Student (p.66)
21.	Ione Buie -- San Fernando Valley Sierra Club (p.68)
22.	Ben Bogartz -- Pacific Electric Motorman (p.71)

Session B -- North Hollywood

July 9, 1979 - Evening

Index
Number

Speaker and Transcript Page Reference

1. Mr. James B. McKenna -- AM-CAL Realty Inc. (p.14)
2. Mr. David Downing - L. A. City & County Area Agency on Aging Committee (p.17)
3. Mr. Bruce Miller -- P.A.C., North Hollywood (p.21)
4. Mr. Bill Steward -- Mayor's San Fernando Valley Advisory Committee (p.23)
5. Kurt Colicchio -- Studen, Hughes Junior High School (p.24)
6. Guy McCreary -- North Hollywood Chamber of Commerce (p.26)
7. Fred Valentine -- Private Citizen (p.28)
8. Robert Richmond -- Private Citizen (p.29)
9. Richard Cowsill - President of the Student body at Los Angeles Valley College (p.31)
10. Dwight Winegar -- Student at San Fernando Valley College (p.34)
11. Patrick Moser -- L. A. County Democratic Central Committee (p.36)
12. Gordon Clint -- Winnetka Chamber of Commerce (p.39)
13. Frank Pine - United Chambers of San Fernando Valley (p.39)
14. Greg Roberts - Private Citizen (p.48)
15. Phyllis Roberts - President, N. Hollywood Chamber of Commerce (p.51)
16. Mr. Sheldon Walters - Private Citizen (p.54)
17. Dorothy Downing - Private Citizen (p.58)
18. Art Schneider - Private Citizen (p.59)
19. Bryan Allen - Private Citizen (p.60)
20. J. Crawford - Small Business Owner (p.62)
21. Rick Rofman - Private Citizen (p.63)
22. Leon Opseth - Homeowner; North Hollywood Redevelopment Committee (p.66)

Session C - Hollywood High
Hollywood
July 10, 1979 - Afternoon

<u>Index Number</u>	<u>Speaker and Transcript Page Reference</u>
1.	Mr. Sherrill Corwin - Board of Directors, Los Angeles Philharmonic & Music Center (p.16)
2.	Mrs. Daniel Frost - Representing the Los Angeles County Museum of Art (p.19)
3.	Mr. L. J. Murphy - West Hollywood Chamber of Commerce (p.22)
4.	Rose Heller - Private Citizen (p.23)
5.	Joyce Snyder - Do It Now Foundation (serves hospitals) (p.25)
6.	Mrs. D. Hicks - Private Citizen (p.27)
7.	Norris Dabbs - Private Citizen (p.28)
8.	Bo Young - Representing Los Angeles City Councilwoman Peggy Stevenson (p.31)
9.	Mr. Sheldon Davidow - Hollywood Chamber of Commerce (p.31)
10.	Leonard Reeg - Hollywood Coordinating Council (p.40)
11.	Mr. Bob DiPietro - Hollywood Revitalization Committee (p.41)
12.	Tim Creedon - Hollywood Bowl (p.46)
13.	Bill Sisson - Private Citizen (p.49)
14.	Mr. Oscar Singer - Private Citizen (p.56)
15.	Lazear Israel - Private Citizen (p.58)
16.	Mr. Edmund J. Russ - Chairman of the Los Angeles County Transportation Commission (p.59)
17.	Ms. Nancy Burns, Representing State Senator David A. Roberti (p.65)
18.	Dan Narvaez - Rosewood Senior Citizen's Center
19.	Mr. Barry Adler - Private Citizen (p.66)
20.	Peter Stoner - Private Citizen (p.69)
21.	Howard Watts - Private Citizen (p.70)
22.	Eugene Henning - Private Citizen (p.71)

Session D -- Fairfax High School

July 10, 1979 -- Evening

<u>Index Number</u>	<u>Speaker and Transcript Page Reference</u>
1.	Bob Geoghegan, Respresenting Supervisor Edmund D. Edelman (p.16)
2.	Ms. Karen Labinger - National Council of Jewish Women (p.20)
3.	Mr. Bud Siegal - West Hollywood Citizens Advisory Committee (p.23)
4.	Mr. Rod Diamond - Retail Clerks Union (p.26)
5.	Mr. Phil Schmidt - May Company Department Stores (p.27)
6.	Mr. Jim Butler - California Federal Savings & Loan (p.31)
7.	Richard Thompson - American Institute of Architects (p.35)
8.	Mr. Gale Williams - President of California Association of Physically Handicapped (p.39)
9.	Evelyn Ghormley - American Association of University Women (p.44)
10.	Sandra Spitzer - Jewish Legal Services (p.46)
11.	Warren Martin - Century City Chamber of Commerce (p.49)
12.	John Touchet - Future of Los Angeles Organization (p.51)
13.	Girard L. Spencer - West Hollywood Citizens Advisory Sub-Committee (p.55)
14.	Nancy Pearlman - Ecology Center of Southern California (p.56)
15.	Louis Korn - President, Carthay Circle Homeowners Association (p.65)
16.	David Learn - Private Citizen (p.68)
17.	Al Nyberg - Private Citizen (p.74)
18.	Theodore Zier - Private Citizen (p.77)
19.	Robert Richmond - Private Citizen (p.79)
20.	Elliot Harmer - West Hollywood Advisory Council (p.80)

Session E - Wilshire District
July 11, 1979 - Afternoon

Index
Number

Speaker and Transcript Page Reference

1. Mr. Bill Robertson - Los Angeles County Federation of Labor, AFL/CIO (p.13)
2. Mr. Jim Gordon - Los Angeles Area Chamber of Commerce (p.15)
3. Rabbi Wolf - Wilshire Temple (p.16)
4. Mr. John McKay - Wilshire Chamber of Commerce (p.17)
5. Ms. Gloria Schmidt - President, Los Angeles County League of Women Voters (p.18)
6. Fred Terrell for Councilman John Ferraro - President of the Los Angeles City Council (p.21)
7. Mr. Frank Rice - Vice President of Bullock's (p.24)
8. Mr. Laurence S. Caretto - Air Resources Board (p.25)
9. Mr. Glen Bennett - Park La Brea Associates (p.28)
10. Dr. James Cox - Dean of Students, Los Angeles City College Chancellor's Committee on Transportation (p.29)
11. Mr. John Gendron - Sr. Vice President, Public Affairs Director, ARCO (p.32)
12. Mr. Don Muchmore - Sr. Vice President, Corporate & Public Affairs, California Federal Savings & Loan (p.35)
13. Mrs. Toni Rini - Chairwoman, East Los Angeles Senior Citizens Committee (p.39)
14. Councilman Robert Farrell - Representing Executive Committee of Southern California Association of Governments (p.43)
15. Mr. Patrick Ela - Director, Craft & Folk Art Museum (p.48)
16. Dr. Stanley Rokaw - Los Angeles County Medical Association (p.49)
17. Mr. John Saito - Japanese American Citizen's League (p.54)
18. Ms. Marge Klugman - Greater Los Angeles Council on Deafness (p.55)
19. Mr. Tomas Pompa - East Los Angeles Interagency Coalition (p.57)
20. Lloyd De Marais - Computer Learning Center (p.59)
21. Joe Vasquez - East Los Angeles Area Aging Advisory Council Chairman (p.61)
22. Mr. Earnest Weber - Aames Bureau of Employment (p.64)
23. Mr. Tom Benson - Carpenter's Union (p.66)
24. David Gonzales - Whittier Blvd. Merchants Association (p.66)
25. Mr. Warren Thorpe - Children's Hospital, Health Maintenance Organization (p.68)
26. Meda Rosado - Citizens Planning Council - Transportation Committee (p.69)
27. Lou Nau - Los Angeles Mayor's Office for Handicapped (p.71)
28. Marvey Chapman - Los Angeles County Grand Jury (p.73)
29. Ethel Blackwell - Private Citizen (p.76)
30. Elizabeth Bell - Los Angeles City College Student Council (p.78)
31. Marge Webb - Private Citizen, Sculptor, uses Art Institute (p.79)
32. Richard Workman - Private Citizen (p.80)
33. Mrs. H. Mellow - Private Citizen (p.82)
34. Jim Gagnon - Private Citizen (p.87)

Session F - Wilshire District
July 11, 1979 - Evening

<u>Index Number</u>	<u>Speaker and Transcript Page Reference</u>
1.	Mr. Jack Hallen - American Society of Civil Engineers (ASCE) (p.16)
2.	Robert Datel - District Director, California Department of Transportation, District 7 (p.18)
3.	Mr. Ken Gregory - American Planning Association (APA) (p.21)
4.	Jim McDermott, Representing Assemblyman Michael Roos (p.25)
5.	Mr. Stan Hart - Sierra Club (p.28)
6.	Mr. Norm Murdoch - Los Angeles County Planning Department, Director of Planning (p.31)
7.	Mrs. Honora Wilson - American Lung Association (p.35)
8.	Dr. Abe Falick - Coalition for Rapid Transit (p.38)
9.	Michael Clements - Ecology Legislative Action (p.47)
10.	Arch D. Crouch - Los Angeles City Planning Department (p.50)
11.	Mr. Dave Waters - Los Angeles NAACP (p.53)
12.	Ms. Evelyn Kieffer - Sutro Company (p.57)
13.	Joseph Rocco - Citizen (p.61)
14.	Ernest L. Crawford - Private Citizen (p.64)
15.	Michael Rosen - Small Business Owner (p.67)
16.	John H. Welborne - Private Citizen (p.71)
17.	Al Nyberg - U.C.L.A. (p.76)
18.	James Seal - National Fight Back Organization (p.79)
19.	Ted Mauritzen - Private Citizen (p.82)
20.	Rex Links - Wilshire Chamber of Commerce (p.89)
21.	J. T. Spencer - Private Citizen (p.90)
22.	Pat Gibbs - Private Citizen (p.93)
23.	Sheldon Walter - Private Citizen (p.96)
24.	Bryan Allen - Private Citizen (p.99)